

# TRANSPORTATION COMMITTEE

October 5, 2007

AGENDA ITEM NO.: **1C**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF SEPTEMBER 21, 2007

The meeting of the Transportation Committee was called to order by Chair Jim Madaffer (City of San Diego) at 9:04 a.m. See the attached attendance sheet for Transportation Committee member attendance.

### 1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Chairman Ed Gallo (North County Transit District [NCTD]) and a second by Chair Pro Tem Bob Emery (Metropolitan Transit Agency [MTS]), the Transportation Committee approved the minutes from the August 3, 2007, meeting.

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

Mayor Jim Desmond (San Diego Regional Airport Authority [SDRAA]) congratulated Chair Madaffer on his appointment as President of the League of California Cities (the League) for the State of California. Mayor Desmond also commented that he brought a display board aerial photo of the airport and stated that he would stay after the meeting to discuss the airport master plan with any member who desired to meet with him.

Mr. Sandor Shapery (Regional Planning Stakeholders Working Group) commented that last month he traveled to Berlin, Germany and shared his transportation experiences with the committee. He commented that the vehicle in which he was a passenger was equipped with a real time traffic navigation system, which he thought would be an excellent addition to vehicles in the United States.

Chair Madaffer and Supervisor Ron Roberts (Chairman, County of San Diego) both commented that any PDA or cell phone could access yahoo maps and download a real time traffic map of the region. Chair Madaffer also stated that these same real time traffic systems are now available in Acura vehicles in the United States.

Councilmember Phil Monroe (South County) commented that transit funding was hit hard in the last state budget. He stated that during a recent League conference, there was no mention of transit or transit issues. He commented that he would like to see a transit caucus in the League and would like to see Chair Madaffer form that transit caucus while serving as President.

Chair Madaffer stated that the League plans to work with the legislature and other partners on transit issues, global warming, greenhouse gas, and other issues important to the Region to find resolutions and to end raids on transit funding in the state budget.

### **CHAIR'S REPORT**

#### **3. STATE ROUTE 905 STATUS UPDATE (INFORMATION)**

Chairman Madaffer introduced the item and stated that Pedro Orso-Delgado (Director, District 11, Caltrans) would provide the monthly update of discussion by the State Route 905 (SR 905) strike team.

Mr. Orso Delgado commented that there was some concern early in the past week regarding authorization for the funding for the project. SR 905 is considered a large infrastructure project and the State was requiring a financial plan, but the funding was released and the issue resolved. Also, allocation for the Unit 1A project was approved by the California Transportation Commission (CTC). We are moving into the advertisement phase and plan to break ground at the first of the year. Three court cases on right-of-way discrepancies are scheduled in October.

Ms. Alejandra Mier y Teran, Otay Mesa Chamber of Commerce, Executive Director, thanked the committee for moving forward with SR 905 plans and for including the next phase of SR 905 in the Goods Movement funding project priorities for Proposition 1B (Prop 1B) funds.

Chair Madaffer requested that Jack Boda, Director, Mobility Management and Project Implementation, address the committee regarding how our Region is competing for Prop 1B funding.

Mr. Boda stated that at the recent CTC meeting, Transportation Secretary Dale Bonner presented a ten-point plan for the Prop 1B Goods Movement funding. The CTC and the Governor will take a more active role in prioritizing the projects based on joint Region and Stakeholder workshops to identify those projects that are best for the State of California. The CTC will review a draft list of projects and targets on October 24, 2007. The goal is to have a refined list of projects to the Governor by December 2007 to be included in the 2009 State budget. The Southern California Region, which excludes the San Diego Region, is requesting \$1.7 billion, the majority of the \$2 billion in the Prop 1B program. The San Diego Region needs to focus on presenting a strategy and unified front to compete for our Region's fair share of the Prop 1B funding.

Chair Madaffer stated that the Board of Directors approved the matrix of potential investment projects for Prop 1B Goods Movement funding. He stated that all the projects are important for the Region and he encouraged our partners and the committee members to work with their elected officials and legislators to lobby for our share of Prop 1B funding.

Gary Gallegos, Executive Director stated that there is a statewide demand for the Prop 1B funds and demand for these funds is high and competition will be very intense.

Mr. Shapery mentioned that during a recent meeting of Southern California Leadership Council (SCLC), he stressed the need to look at a super regional approach. The discussion centered on funding for projects where all partners are unified and projects benefit the entire region.

Chair Madaffer stated that the State is looking for projects where there is no unity, those are the projects they would not fund. He stated that we as a region are unified, and we should compete well.

Mr. Orso Delgado stated that Mr. Bob Wolf represented the SCLC at the recent CTC meeting, but he failed to mention our border projects.

Mr. Gallegos stated that the Southern California Consensus Group has developed a complex funding formula for Prop 1B funds that focuses on water borne goods movement projects. Under that formula, the San Diego Region would only get 4 percent of the funding. This Group would be our stiffest competition.

Action: This item was presented for information only.

## **REPORTS**

### **4. PUBLIC HEARING: REGIONAL SHORT-RANGE TRANSIT PLAN AND COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN (APPROVE)**

Daniel Levy, Senior Regional Planner presented the item and briefed the committee on the background and overview of the Regional Short-Range Transit Plan (RSRTP) and Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) for 2007 to 2011. The RSRTP presents a blueprint to guide development of public transit and human service transportation in the San Diego region over the next five years. The RSRTP is required under SANDAG Board Policy No. 018, and the Coordinated Plan is a federal requirement under the Safe Accountable Flexible & Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The transit agencies use the RSRTP in their annual budget process, and the plan is used as the basis for awarding federal funds for human service transportation. Mr. Levy stated that SANDAG received two comments during the comment period. One from NCTD, which supported the plan and noted the need to find more funding sources for public transit, and one from MTS requesting a correction to the number of fixed-route bus operators to six. Mr. Levy briefed the committee on the next steps and stated that today the committee will hold a public hearing and approve the Coordinated Plan.

Councilmember Monroe requested Mr. Levy to comment on how the Full Access Coordinated Transportation (FACT) working group fits into the plan.

Mr. Levy stated that FACT is designated as the consolidated transportation services agency for San Diego County with the purpose of consolidating and coordinating human service transportation operators. FACT is eligible to apply for funding under the Coordinated Plan. FACT, MTS and NCTD are considered the same type of entity for funding competition under the Consolidated Plan.

Chair Madaffer closed the public hearing.

Action: Upon a motion by Supervisor Roberts and a second by Mayor Lori Holt Pfeiler (North County Inland), the Transportation Committee conducted a public hearing on the RSRTIP and the Coordinated Plan for 2007 to 2011 and approved the RSRTIP and the Coordinated Plan.

5. 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NO. 7 (APPROVE)

Ms. Sookyung Kim, Financial Programming Planner, presented the item. On August 4, 2006, the SANDAG Board of Directors adopted the 2006 Regional Transportation Improvement Program (RTIP), the five-year program of proposed major highway, arterial, transit, and bikeway projects in the San Diego region covering the period FY 2007 to FY 2011. The 2006 RTIP allows for two different types of amendments, administrative and formal. Formal amendments require a 30-day public review and a fiscal constraint analysis. An administrative amendment is utilized for minor changes. Amendment No. 7 qualifies as an administrative amendment. NCTD and MTS recently received funding for the Federal Transit Administration (FTA) Section 5311 Non-Urbanized Area funding. This RTIP amendment programs this FTA funding as well as additional local funding for a project in the City of Solana Beach.

Action: Upon a motion by Chair Pro Tem Emery and a second by Supervisor Roberts, the Transportation Committee approved Amendment No. 7 to the 2006 RTIP.

6. CAPITAL IMPROVEMENT PROGRAM BUDGET TRANSFERS (APPROVE)

Mr. Pete d'Ablaing, Senior Transportation Engineer, presented the item. SANDAG implements Capital Improvement Projects (CIP) for the Region's transit agencies. Currently, there are three projects with a need for budget changes in excess of \$100,000 and require committee approval. Mr. d'Ablaing briefed the committee on the three project transfers and staff recommendations.

Action: Upon a motion by Chair Pro Tem Emery and a second by Supervisor Roberts, the Transportation Committee authorized the Executive Director to execute two Memoranda of Understanding to transfer funds from MTS to the SANDAG CIP to complete certain construction work as needed at MTS facilities.

7. FY 2008 OVERALL WORK PROGRAM AND BUDGET AMENDMENT: FREEWAY SERVICE PATROL (APPROVE)

Mr. Alex Estrella, Senior Transportation Planner presented the item and briefed the committee on the request for amending the Overall Work Program (OWP) for FY 2008 in order to add funding to extend the Freeway Service Patrol (FSP) program. FSP is a roving patrol service that provides congestion relief by assisting or removing disabled vehicles from designated urban freeways during rush hours. FSP tow trucks also provide service in freeway construction zones to mitigate impacts caused by construction activities. These projects are 100 percent reimbursable for contractor and administrative costs. This amendment specifically

covers a recently initiated project on I-5 and extends the FSP along the SR 54 and I-125 gap connector project.

Action: Upon a motion by Mayor Pfeiler and a second by Chair Pro Tem Emery, the Transportation Committee approved an amendment to the FY 2008 Overall Work Program (OWP) and Budget to add \$134,200 in additional local FSP funding to OWP Work Element #6000300 for the FSP.

#### 8. TRANSPORTATION FUNDING WORKSHOP (INFORMATION)

At the May 18, 2007, meeting, the Transportation Committee requested a presentation on all the transportation funding programs. Ms. Susan Brown, Financial Manager of Programming began the presentation and briefed the committee on transportation funding programs and how revenues for transportation are programmed. Ms. Brown provided specific information regarding funding amounts, project eligibility, and program management. The revenue breakdown includes both SANDAG revenues and non-SANDAG revenues. Non-SANDAG revenues are composed of other city/county revenues, fuel-based revenues, other revenues which include private contributions, and State Highway Operations and Preservation Program (SHOPP) funds. SANDAG revenues are comprised of federal, state and local funds. Local funds include *TransNet* revenues through 2030 and Transportation Development Act (TDA) funds. Ms. Brown briefed the committee on the original *TransNet* Ordinance and Ordinance extension, and the projects and programs that fall under the *TransNet* Ordinance. State funds are composed of Prop 1B, State Transit Assistance (STA), State Transit Improvement Program (STIP), Traffic Congestion Relief Program (TCRP), and other state miscellaneous funds. Federal revenues include Federal Highway Administration (FHWA), which is comprised of Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) funds, Federal Transit Agency (FTA) funds, and other miscellaneous carryover funds. Ms. Brown briefed the committee in detail on anticipated transportation revenues, the breakdown of where the revenues come from, and how the revenues are programmed and expended. Ms. Brown stated that the Regional Transportation Plan (RTP) is the policy that guides SANDAG in investing the funds. Ms. Brown briefed the committee on the details of how the RTP guides the funding for transportation projects. Ms. Brown stated that the RTP provides for a 2030 transportation system that provides for convenient transportation choices, innovative solutions, and better links transportation and land use decisions. Ms. Brown briefed the committee on the three funding scenarios for the RTP and stated that for federal purposes the Revenue Constrained Scenario is the preferred scenario and thus is the basis for all of SANDAG's programming.

Ms. Brown introduced Ms. Kim who briefed the committee on how projects are programmed in the RTP and the project programming approval process at the State and Federal level. Ms. Kim briefed the committee on the purpose for the Regional Transportation Improvement Program (RTIP) and the Federal Transportation Improvement Program (FTIP) and the goal of programming projects in the Federal/State Transportation Improvement Program (FSTIP). This program is where Federal agencies recognize TIP documents, and it is used to obligate federal funds. Ms. Kim briefed the committee on the types of projects that can be included in the RTIP. Additionally, Federal law requires that projects in the RTP have sufficiently committed or reasonably available revenues to carry out the programmed projects. Ms. Kim briefed the committee on the process of how funds are obligated through the Federal appropriation,

State apportionment, Regional programming of funds, and the final Obligation Authority (OA), which is the amount of funds that can actually be spent, which is approximately 85 percent of the appropriated amount. SANDAG has been aggressive in its project delivery schedule and has been able to take advantage of available opportunities to increase its OA level. Ms. Kim introduced Mr. José Nuncio, Senior Engineer/Financial Programming.

Mr. Nuncio briefed the committee on the tools of finance that are used to apportion funding and maximize the use of funds. He stated that the goal for using the various tools of finance is to maximize the amount of funds to the Region, to stretch the value of those funds, to reduce costs or preclude the loss of funds, and to ensure project implementation and completion in order to fulfill the ultimate purpose of the timely and cost-effective delivery of projects. Mr. Nuncio briefed the committee on different types of funding tools that enable SANDAG to maximize the effective use of funds. These funding tools include exchanging revenue sources as authorized under the *TransNet* Ordinance, post-programming authorizations, advance construction, expedited project selection process, and fully federally funded projects. Other tools include AB 3090's Letters of No Prejudice and Pre-award Authority. These financing tools do not generate more funds just allow the better use of funds.

Councilmember Monroe requested clarification regarding the zero balances on the 2006 RTIP Program Capacity Chart 2C.

Ms. Kim stated that the balance showed that the revenues received were programmed in full. The zero balances show that we have used all available revenues for completion of projects.

Mr. Gallegos reiterated that the zero balances show that we have programmed all funds.

Councilmember Monroe commented that this does not show the need for funding for projects but just shows the programming of funds.

David W. Krogh, a member of the public, submitted a prepared written statement to the committee, which he read into the record. Additionally, he commented that there is a need for a study to determine a regional transportation infrastructure development impact fee. He attended a Regional Planning Stakeholders Working Group meeting in the past and suggested a White Paper to analyze the marginal cost for freeway infrastructure development to support the growth of over 300,000 future residences.

Mr. Gallegos commented that staff has been working aggressively with the cities and the County in the region to address fair share impacts for large developments that generate more freeway trips. Specifically, staff worked with Centre City Development Corporation and the City of San Diego on providing fair share mitigation for transportation improvements to fund a better transit system into downtown. Also, we are working with the City of San Diego and San Diego State University to add a fair share component to their current expansion plans. We are also working with the City of Chula Vista on the Gaylord project. While we may not be working from a comprehensive plan at this time, SANDAG is working closely with developers project by project to add development impact fees.

Mr. Orso Delgado stated that Caltrans is working with developers to add fair share impact fees. He stated that cities in the Region and the County need to advise Caltrans when there are large developments planned in their areas even if those developments are a great distance from a freeway system. Caltrans needs the opportunity to review those development plans and determine impacts to freeway traffic.

Councilmember Monroe stated that SANDAG has developed a plan that is comprehensive and covers all relevant issues for transportation growth in the Region. He stated that the data predicts what would happen in 2030 to transit times and traffic congestion both with implementation of current plans and without implementation.

Mr. Gallegos stated that this plan would be provided to this committee prior to going to the full Board of Directors.

Mr. Orso Delgado stated that Caltrans will use this data to model I-15 opening day traffic impacts of the completed improvements and new segments and will provide that information to this committee with the next I-15 update.

Vice Chair Jack Dale (East County) commented that the issue that brought this report to the committee was a funding shortage to a particular project. Staff found funding from another account to fill that gap. The committee members expressed concerns on how staff determines where there are excess funds available, how staff decides which project can use that funding, and whether there were other projects that could use those funds. Vice Chair Dale requested that staff address these three concerns.

Mr. Gallegos stated that staff developed two new tools. The Program Capacity table allows the committee to see where there funds are programmed and where there are balances that can be used for other projects. Also, the annual Summary of RSTP and CMAQ Apportionments and Obligation Authority report displays the anticipated apportionments and obligations and OA balances. This report will advise the committee if there are any funds that can be re-programmed and what types of projects can benefit.

Chair Madaffer stated that these two reports will provide the committee with the information necessary to determine the management of funds. He requested the reports be made available on the SANDAG Web site for public review.

Action: This item was presented for information only.

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

Jim Linthicum, Division Director, presented the monthly status report on the SPRINTER rail project, including discussion of implementation and effectiveness of project cost control measures. Mr. Linthicum stated that the project mainline is 87 percent complete, and the defective rail anchors have been repaired. The current critical work is with the traffic and train signals and communications components. The SPRINTER Operations Facility (SOF) and the San Marcos Loop will be complete this month, and test trains are running from the SOF to Las Posas. Mr. Linthicum discussed the completion schedule and the Settlement Agreement

milestones through to final completion. Milestone 5.5 and Milestone 6 were not met, and the contractor is several weeks behind schedule. The contractor is meeting with NCTD to discuss a recovery schedule for critical operations activities. The two critical Milestones 7 and 8 should be met through mitigation measures. The December 2007 opening is still achievable. The estimate at completion (EAC) can still be impacted by the settlement agreement impact damages, but no documentation has been submitted to date. The current EAC is \$472 million, which does not include credits and reimbursables to NCTD. Staff is currently reviewing the mainline costs, and a new EAC is expected by the end of September.

Mayor Desmond commented that the City of San Marcos is looking forward to the SPINTER becoming operational especially service to the two colleges in San Marcos. He also commented that the City will work with the contractor on signalization.

Action: This item was presented for information only.

10. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for October 5, 2007, at 9 a.m.

11. ADJOURNMENT

Chair Madaffer adjourned the meeting at 10:39 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE**  
**SANDAG TRANSPORTATION COMMITTEE MEETING**  
**SEPTEMBER 21, 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	No
South County	City of Chula Vista	Jerry Rindone	Member	No
	City of Coronado	Phil Monroe	Alternate	Yes
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	Yes
San Diego County Regional Airport Authority		Charlene Zettel	Member	No
		Jim Desmond	Alternate	Yes
		Ramona Finnila	Alternate	No
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes
	—	Bill Figge	Alternate	Yes
Regional Planning Stakeholders Working Group	—	Sandor Shapery	Member	Yes
		Gary Nordstrom	Alternate	No
		Kathy Keehan	Alternate	No
SCTCA	—	Kevin Siva	Member	Yes
		Albert Phoenix	Alternate	Yes