

TRANSPORTATION COMMITTEE

February 15, 2008

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF JANUARY 18, 2008

The meeting of the Transportation Committee was called to order by Chair Jim Madaffer (City of San Diego) at 9:01 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Lori Holt Pfeiler (North County Inland) and a second by Mayor Dave Druker (North County Coastal), the Transportation Committee approved the minutes from the December 14, 2007, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

John Suhr, a member of the public submitted written public comments regarding roundabouts.

CONSENT ITEMS

4. SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE MEMBERSHIP AND STRUCTURE (APPROVE)

The Transportation Committee is asked to reappoint three members of the Social Services Transportation Advisory Committee (SSTAC) and approve changes to the membership and charter that would have SSTAC assume the additional responsibility providing input regarding the development of the Coordinated Public Transit Human Services Transportation Plan.

5. CALIFORNIA STATEWIDE HIGH-SPEED PASSENGER RAIL SYSTEM QUARTERLY UPDATE (INFORMATION)

The California High-Speed Rail Authority (CHSRA) is the state agency responsible for planning, constructing, and operating a high-speed train system serving California's major metropolitan areas. The proposed system stretches over 800 miles and would connect San Diego, Los Angeles, the Central Valley, San Francisco, and Sacramento using a state-of-the-art, electrified system capable of speeds in excess of 200 miles per hour. SANDAG continues to monitor the work on the CHSRA. This report is the regular quarterly update to the Transportation Committee.

6. LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO RAIL CORRIDOR AGENCY BOARD MEETING REPORT (INFORMATION)

The Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) 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 of Directors at its December 12, 2007, meeting.

Action: Upon a motion by Mayor Pfeiler and a second by Supervisor Ron Roberts (County of San Diego), the Transportation Committee approved Consent Items 4 through 6.

3. GUIDING PRINCIPLES AND OBJECTIVES FOR DEVELOPMENT OF FY 2009 TRANSIT OPERATING BUDGETS (APPROVE)

Pursuant to Senate Bill 1703, the Transportation Committee is asked to approve guiding principles and objectives for the transit operators for use in preparing the FY 2009 transit operating budgets and the projections for FY 2010 through FY 2013.

Renée Wasmund gave a brief presentation of this item as background.

Theresa Quiroz, a member of the public representing Citizens for Effective Transportation, stated that San Diego County should have a fully funded regional transportation system that provides low-cost, high-quality efficient transit services to everyone in the county. She commented that the Transportation Committee needs to consider whether the guiding principles are supporting the mandate of this committee because they do not support providing transit for all but allow the transit agencies to cut services and raise fares to balance their budgets.

Jay Powell, representing the City Heights Community Development Corporation (CHCDC), stated their support for the guiding principles. He commented that the Transportation Committee should create a transit work group and should create a trust fund to support transit. This Committee needs to work with citizens and look ahead and prepare so that there won't be a need for cutting services.

Anna Grace Daniels, a member of the public submitted written public comments for this item. Public comment for Agenda Item 9 also was included in this written submittal.

Chair Madaffer commented that there are not enough funds for transit. He stated that the Quality of Life measure that the Board is considering may have a transit element.

Mayor Druker stated his agreement with the public comments and commented that this Committee does need to start looking at finding new revenue sources. He stated that the Quality of Life measure needs to have a transit element that is better than the 2030 RTP.

Councilmember Toni Atkins stated her concurrence with Mayor Druker's comments and stated that we need to take a hard look at finding revenue sources for transit.

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

Chair Madaffer took Item 16 first.

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

Jim Linthicum, Division Director, provided a monthly status report on the SPRINTER rail project, including discussion of implementation and effectiveness of project cost control measures and the SANDAG independent assessment of the project.

All construction work required for the start of revenue service is complete. NCTD has been conducting pre-revenue operations on the project's entire 22 miles since mid-December. Revenue service will begin when NCTD and their contract operator have had enough training and testing of the systems to ensure safety and reliability.

The gangway retrofit was completed per California Public Utilities Commission's (CPUC) request until NCTD determined that the extra length of gangway when put down during operations was interfering with the Diesel Multiple Unit operations by severing a cable that runs along the exterior of the vehicle. NCTD is currently working on fixing this problem. The retrofit should be completed next month. Revenue service may not begin prior to the CPUC approval of the SPRINTER System Safety Program Plan and System Security Plan. CPUC staff approval also is needed for NCTD safety certifications.

The remaining construction work on the contract not critical to revenue service is scheduled to be complete in March. This includes landscaping, permanent stormwater control measures, the parking lot at Nordahl Station, the eastbound platform at Escondido Avenue Station which requires a special design due to the curve in the platform, and punch list work.

The contractor has not achieved any of the internal milestones agreed to in the settlement agreement signed last spring. Accordingly, no constructive acceleration payments have been made and the contractor is subject to liquidated damages. It should be noted that the contractor may receive relief from these provisions if they can show they were delayed by NCTD. NCTD has made payments, totaling \$4.1 million, to the Mainline contractor for damages incurred due to design changes per the Settlement Agreement.

The current estimate at completion (EAC) remains at \$477.6 million which includes a \$7 million contingency. The project budget is \$484.1 million. The EAC includes the maximum value of the settlement agreement plus the forecasted cost of each change order, including new work on the eastbound platform at Escondido Avenue and erosion control work at Crouch Street Station. NCTD staff is focusing its construction management effort on calculating the final quantities and change order costs. They are resolving approximately \$4 million of this backlog per month. As the backlog is reduced, forecast costs become final costs and the risk to budget decreases.

Vice Chair Jack Dale (City of Santee) requested a briefing on the flooding at Crouch Street and the status of the drainage repairs.

Mr. Linthicum stated that NCTD cleaned out a box culvert and also opened some drainage. He stated that the City of Oceanside would be doing some similar work.

Karen King, Executive Director, NCTD, stated that there is still some discussion with the City of Oceanside and the property owners on responsibility and NCTD is working with them to put in near-term mitigation measures that will prevent flooding for this year and they will work together for a permanent solution to be in place before next winter.

Councilmember Jerry Kern, City of Oceanside, commented that the Oceanside is working with NCTD closely to solve this problem. The short-term fix is working and they continue to work toward a permanent fix for the problem.

Action: This item was presented for information only.

CHAIR'S REPORTS

7. STATE ROUTE 905 STATUS UPDATE (INFORMATION)

Chair Madaffer introduced the item and Pedro Orso-Delgado, Caltrans District Director, provided the monthly update of discussion by the State Route (SR) 905 strike team.

Mr. Orso-Delgado briefed the Transportation Committee. He stated that Phase 1A bids opened with bids below the engineer's estimate with a \$12 million savings. Work on clearing and mowing has begun. Caltrans was successful in getting an extension on awarding the contract until February 1 so it can get FHWA approval on the financial plan for the project. This financial plan will set the precedent for future Early Action Program (EAP) projects. Right-of-way settlements are coming in and the Southview settlement came in lower than expected but the Anderprises settlement was \$18 million over what was anticipated. Caltrans is appealing this decision based on the courts decision to use land value estimates from 1991 and not when the environmental documents were approved. Even so Caltrans has budgeted enough funds to cover the right-of-way damages. Caltrans expects to begin the bidding process for Phase 1B and submitted the presidential permit application for the new port of entry (POE) at Otay Mesa earlier this week. The environmental document and permit application should be ready for approval by April or May 2008. This will allow Caltrans to set the footprint and reduce future right-of-way risks.

Jack Boda, Mobility Management and Project Implementation Director, stated that the Trade Corridors Improvement Fund (TCIF) applications were turned in earlier this week. SANDAG is asking for funding for SR 905, the third border crossing, and other goods movement projects like the third southern rail track and the COASTER corridor. SANDAG is aggressively pursuing another Urban Partnership Agreement to enhance funding for these projects, as well as Interstate 5 (I-5), I-15, and I-805 projects. The intent is to get as much federal funding as possible to take the burden off *TransNet*.

Gary Gallegos, Executive Director, stated that SANDAG has been in discussion with the State and Federal delegations. There is movement in the legislature for an economic stimulus package for projects that are ready to build and SANDAG is pushing to get funding under this program for those projects ready to start construction.

Chair Madaffer stated that the State wants to advance infrastructure bonds and the region is ready with projects ready to build so that gives an advantage for funds under the economic stimulus package.

Alejandra Mier y Teran, Director, Otay Mesa Chamber of Commerce, expressed her appreciation to SANDAG and Caltrans for advancing both SR 905 and SR 11 as these two projects are critical for supporting trade in California and the Otay Mesa area.

8. GOODS MOVEMENT FUNDING EFFORTS AND THE TRADE CORRIDOR INFRASTRUCTURE FUND APPLICATION PROCESS (INFORMATION)

Chair Madaffer introduced the item and Mr. Gallegos provided an update on the Goods Movement funding efforts. Many activities have taken place regarding goods movement funding on a statewide basis. These include the TCIF applications submitted by SANDAG on January 17, 2008, and SANDAG participation in the Southern California Multi-County Goods Movement Plan.

- One of the highest priority goals of the SANDAG 2007 Legislative Program is to pursue funding from the statewide infrastructure bond measures to support the implementation of the Regional Transportation Plan (RTP) and Regional Comprehensive Plan. Proposition 1B (Prop. 1B), approved by the voters at the November 2006 general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of more than \$19.9 billion of general obligation bonds for various transportation programs.
- Prop. 1B includes two new funding programs related to goods movements.
 - The TCIF will focus infrastructure improvements along trade corridors that accommodate a high volume of freight movements. Eligible projects include highway and freight rail system improvements to facilitate goods movement to and from seaports, land ports of entry, and airports; enhancements to port capacity; and border access projects to improve freight movements between California and Mexico. The California Transportation Commission (CTC) is required to consult the California Goods Movement Action Plan (GMAP), RTPs, and the Statewide Port Master Plan. With the exception of border access projects, a dollar-for-dollar local match is required. Caltrans, the Port of San Diego, and SANDAG have submitted applications for the: SR 905, SR 11, and Otay Mesa East POE; two Port projects which address improved port access and in-terminal improvements; South Rail Line and San Ysidro Rail Yard improvements and North Rail Line Improvement projects. The amount requested from the TCIF program is \$511 million. The San Diego Border region is submitting application in excess of the Region's \$400 million target because we believe that some projects in other regions may be eliminated and that back-up projects should be ready for submission. SANDAG expects the CTC to take action in April and include these projects in the budget for next year. This part of the bond requires appropriations through the legislature so SANDAG will continue to lobby the legislature for support of the application.
 - The Goods Movement Emissions Reduction Program (GMERP) will focus on projects that reduce air pollution related to the movement of goods along California's trade

corridors. This program is being managed by the California Air Resources Board (ARB). The San Diego Air Pollution Control District (APCD) submitted an early grant proposal for the Goods Movement Emissions Reduction Program in December, where \$25 million in funds were up for competition for early applications. The unified proposal requested funding to be applied at the Port of San Diego, the Border, the Airport, and in Imperial County for a total of \$5.1 million. On January 3, APCD informed SANDAG that \$ 1.3 million was the staff-recommended funding level for San Diego out of the \$25 million early grant projects (\$1.3 million is a 5 percent share for the San Diego/Border Region and those funds may be used for replacement of ten pre-1995 port trucks or retrofit up to 115 port trucks and retrofiting of 115 trucks in Imperial Valley.

ARB staff further recommends that Trade Corridor Funding Targets for the Phase 2 GMERP funds program (\$975 million) include \$60 million for the San Diego/Border region, and ARB held a San Diego field hearing on the early grant recommendations and Phase 2 target funding and Phase 2 application procedures on January 11, 2008.

Mr. Orso-Delgado stated that the CTC will be in San Diego on February 20 for a hearing in the TCIF funding strategy.

Deputy Mayor Jerry Rindone, South County, requested that Mr. Gallegos describe the portion of the application that includes the third rail (or spurs) for goods movement package.

Mr. Boda stated that the San Ysidro yard was included in the application as well as several additional applications, such as loop overrides that allow windows to open up freight movement at the same time as passenger operations. Operation of freight and passenger rail concurrently does have some risks that need mitigation. Upgrades in communications systems, a centralized train control system, and other improvements also are included as components that will allow us to double freight movement.

Deputy Mayor Rindone asked if there was any funding requested for grade separations and Mr. Boda stated that they were not included in these applications.

Deputy Mayor Rindone stated that both heavy and light rails are in desperate need of grade separations and this must be kept in mind.

Mr. Gallegos stated that the need for funding for grade separation in the State could be as much as \$50 billion to \$100 billion. With only \$2 billion available, we felt we would be most successful in our application because we move goods that stay in the State. The Ports of Los Angeles and Long Beach move 65 percent of their goods out of the State. Our argument is that we need national support for our goods movement program and we continue to lobby for a united approach within the State for federal funds. Projects like the complete third rail to the border with grade separations could be successful for funding at a national level if we are ready and competitive.

Deputy Mayor Rindone stated that he wants to ensure that this Committee continues to be aware of the need and to push for funding sources.

Chair Madaffer stated that there must be something accomplished at the State level, such as a container fee, that will fund goods movement without having to divert State tax dollars from transit or highway projects.

REPORTS

9. 2008 STATE TRANSPORTATION IMPROVEMENT PROGRAM (RECOMMEND)

Jose Nuncio, Senior Engineer, Financial Programming, presented the item. The State Transportation Improvement Program (STIP) is a five-year program is updated every two years, with the process beginning in the fall of every odd-numbered year. The 2008 STIP covers the period between FY 2008/2009 to 2012/2013. The CTC has released regional targets based on assumptions included in the adopted 2008 Fund Estimate.

Mr. Nuncio presented the regional targets and a recommendation to program the funds. He also reviewed some of the changes from the 2006 STIP to the 2008 STIP. The STIP augmentation brings \$163 million in new funds and the STIP PTA funds were diverted. Senate Bill (SB) 717 reduced funds to the STIP and no new funds were programmed for the San Diego Region. The Transportation Enhancement (TE) funds were increased \$7.9 million in FY 2012 and 2013. The Total 2008 STIP share is the formula distribution of new funds through the end of the five-year STIP period. Because the San Diego region has been successful in previous STIP cycles to advance future funds, as in the case of Grant Anticipation Revenue Vehicle (GARVEE) bonds, there is no additional funding available. The Maximum share is the formula share of all available new capacity through the end of the next four-year county share period, ending in FY 2015/2016. The potential advance target in 2016 is \$164.9 million but it should be noted that the CTC is under no obligation to program up to the maximum share amount. CTC staff has indicated that while it supports regions proposing to program more than their base share and total share, the higher the amount that is requested as part of the maximum share increases the risk that the CTC may not be able to accommodate the region's proposal. The San Diego region is poised to have a very successful FY 2007/2008 in receiving funds from the STIP. This is in large part due to the project readiness of several large projects that positioned them to receive advance funds from Prop. 1B as well as other STIP sources.

As in previous STIP cycles and following Board direction, staff's recommendation will focus on completing the projects the region has begun as part of the *TransNet* EAP. Staff's recommendation includes the projects already programmed, adjustments to the Planning and Program Monitoring (PPM) as allowed by statute and a new focus within the STIP to construct SR 76 between Melrose Drive and Mission Road. In considering which project or projects to fund, SR 76 demonstrates the greatest degree of project readiness with a draft environmental document already out for public review and significant engineering already completed. Other *TransNet* EAP highway and transit projects are in the preliminary engineering phase or still are preparing the environmental process and are better candidates for future cycles.

Two other programming changes included in the staff recommendation include deferring the funding for the I-15 Direct Access Ramp at Mira Mesa and for the design of the Mid-Coast Transit project from FY 2009/2010 to 2010/2011. Both of these actions are proposed for two reasons; first to assist the CTC in trying to balance the deficit it faces in the early years of the STIP and second, to improve the chances that SR 76 will be programmed in FY 2009/2010.

The CTC has identified \$7.9 million in new TE funds, available in FY 2011/2012 and FY 2012/2013 (approximately \$3.7 million and \$4.2 million, respectively). Staff recommends programming the approximately \$7.9 million in new TE funds as a reserve at this time. The funds will not be available for at least another three years. During this time, the region can lead discussions on the prioritization of projects and programs for the use of these funds.

Mr. Nuncio briefed the Transportation Committee on the next steps and timeline for adoption of the STIP.

Deputy Mayor Rindone asked if the TE funds could be more appropriately designated for light rail capital improvements instead of putting them in Reserve.

Mr. Gallegos stated that enhancement funds can't supplant what is normally funded with transit funds.

Deputy Mayor Rindone stated that the blue line improvements are so short of funds and he was hoping to be able to apply those funds to expedite those necessary improvements.

Mr. Gallegos stated that the blue line improvements are critical but the TE funds have very specific designated uses. Staff could review the blue line improvements to see if there is a possibility of using TE funds for any portion of the project.

Chairman Gallo asked what effect pushing the Mira Mesa ramp project out another year would have on the Managed Lanes project and its completion date.

Mr. Nuncio stated that the funding proposal has no impact on the ultimate completion date of all of the Managed Lanes which is scheduled for 2012.

Chairman Gallo asked when the SR 76 project was scheduled for completion.

Mr. Nuncio stated that the proposal is to program the funds for FY 2009/2010 with the final completion date scheduled for 2011.

Mayor Jim Desmond asked for clarification on the STIP capacity in years 2011 to 2013 and whether the CTC is going to backfill those funds.

Mr. Nuncio stated that in the early years there is a deficit but in the outer years, those dollars aren't programmed yet so the difference gives the STIP capacity.

Mr. Gallegos stated that the CTC must stay within the constraints of available funds and they will program the funds in a later year if necessary.

Chairman Harry Mathis, MTS, stated that there are only two projects in FY 2007/2008 and FY 2008/2009 that have no funding programmed although there is funding programmed in FY 2009/2010 for construction. The Mid-Coast project shows funding programmed for FY 2009/2010 for design. He asked for an accounting of what has been spent and what has been

done and for clarification of whether there has been a slippage in programming money for design.

Mr. Nuncio stated that there is already funding programmed for the environmental process currently underway. No other funding is needed between now and then. The nearly \$29 million for design programmed in FY 2011 does not represent a slippage in the schedule. We are working within the constraints of the CTC and would supplement the Mid-Coast project with other funds such as *TransNet* if the project is ready for design by FY 2009/2010.

Chairman Mathis requested periodic reports on the progress of the Mid-Coast project to include information on funds expended and Chair Madaffer agreed to place this item on a future agenda. Chairman Mathis also requested this periodic report be made to the MTS Board of Directors.

Action: Upon a motion by Mayor Druker and a second by Mayor Pfeiler, the Transportation Committee recommended that the SANDAG Board of Directors approve the 2008 STIP and requested staff to provide the Board with a detailed explanation that this method changes only how we get grants not how the projects are completed.

10. SAN DIEGO SMART PARKING PILOT PROJECT (RECOMMEND)

Alex Estrella, Senior Transportation Planner, presented the item. SANDAG, Caltrans, and NCTD are working on a joint pilot project in coordination with University of California, Berkeley, Partners for Advance Transit and Highways (PATH) to assess the application of smart parking technology to collect parking management data, provide real-time parking information, and examine innovative parking pricing methods. The Smart Parking Pilot Project would be funded through state and federal grants.

Mr. Estrella briefed the Transportation Committee on the smart parking concept and the benefits and strategies that are realized from smart parking systems. SANDAG, Caltrans, and NCTD will undertake a pilot deployment to test the smart parking concept at selected parking facilities along the COASTER corridor. This pilot project will build upon a previous research project conducted by PATH in conjunction with the Bay Area Rapid Transit (BART) District in the San Francisco Bay Area. The San Diego Smart Parking Pilot project will investigate the use of modern technologies to collect parking data, provide real-time parking information to COASTER customers, and examine innovative parking pricing methods. The pilot project will include the implementation of pricing strategies, subject to NCTD approval and based on review of feasibility assessment phase findings. Mr. Estrella briefed the Transportation Committee on the primary objectives of the pilot project, how the system will operate, key milestones for the project and the timeline to completion. The primary objectives are to increase parking management capabilities, enhance COASTER service, evaluate user acceptance of pricing, and explore business models to be used for future smart parking projects.

Action: Upon a motion by Mayor Dave Druker and a second by Chairman Gallo, the Transportation Committee recommended that the SANDAG Board of Directors approve amending the FY 2008 Overall Work Program (OWP) Budget to add OWP Work Element No. 6000800 for completion of the Smart Parking Pilot project.

11. *TransNet* PLAN OF FINANCE UPDATE AND DRAFT BOND DOCUMENTS

a. *TransNet* PLAN OF FINANCE UPDATE (RECOMMEND)

Charles "Muggs" Stoll, *TransNet* Program Manager, presented the item. The *TransNet* Plan of Finance (POF) has been updated and presented to the Independent Taxpayers Oversight Committee (ITOC) in addition to the Transportation Committee for information. Staff has responded to input received by developing three alternative scenarios for the POF Update which was presented by Mr. Stoll.

Mr. Stoll gave an overview of project cost updates and stated that in a joint effort with Caltrans, SANDAG has updated costs from 2002 to 2007 dollars and escalated the financial model to the year of expenditure. Additionally they have incorporated the recent trends in the construction cost index and Mr. Stoll stated that three recent construction bids came in lower than the engineer's estimate.

Chairman Gallo asked for an explanation as to why bids are coming in low and Mr. Stoll and Marney Cox, Chief Economist, gave a brief explanation of possible reasons. Chairman Gallo expressed his concern that staff needs to be aware of possible future change orders because these low initial bids may drive up the cost of the project.

Mr. Stoll briefed the ITOC on the scenario that was presented to the Transportation Committee. This scenario results in a negative cash flow for the program beginning in approximately 2042 with a need to add approximately 5 percent in additional matching funds. The major issue involved in the input received from the Transportation Committee regarding the POF update was the proposed revision to the Mid-Coast Transit project schedule. The Mid-Coast Transit project schedule for completion was proposed for extension from 2014 to 2020. Several of the committee members expressed concern over the extended schedule for the Mid-Coast Transit project, as well as the I-805/Southbay Bus Rapid Transit (BRT) project and were interested in seeing alternatives that would hold the current EAP project schedules and more information on the effects of schedule changes on non-EAP projects.

In addition to the originally proposed POF Update, three additional alternative scenarios have been developed to address the input received from the Transportation Committee. All three alternative scenarios assume the same revision to the set-asides for non-*TransNet* funds as in the original scenario. Alternative Scenario 1 would maintain the current schedules included in the EAP for all projects, including the Mid-Coast Transit project. This scenario results in a negative cash flow for the *TransNet* program beginning in approximately 2026, with a need to add nearly \$3 billion in new non-*TransNet* funds to complete all of the projects contained in the program.

Alternative Scenario 2 would maintain the current schedule included in the EAP for the Mid-Coast Transit project and would extend other EAP project schedules to 2020 including I-805/BRT, SR 76, Blue/Orange Line Trolley upgrades, and Mid-City Rapid Bus. This scenario results in a very similar cash flow for the *TransNet* program as the original proposal to adjust only the Mid-Coast Transit project to 2020, with a negative cash flow beginning in approximately 2042 and a need to add approximately \$2.3 billion in new non-*TransNet* funds to complete all of the projects contained in the program.

Alternative Scenario 3 would maintain the current schedules included in the EAP for all projects currently in construction, but would adjust all of the other projects to complete in 2018 including Mid-Coast Transit, I-805/BRT, SR 76, Blue/Orange Line Trolley upgrades, and Mid-City Rapid Bus. This scenario results in a negative cash flow for the *TransNet* program beginning in approximately 2033, with a need to add approximately \$2.5 billion in new non-*TransNet* funds to complete all of the projects contained in the program. Mr. Stoll reviewed the non-EAP *TransNet* projects that would require additional matching funds to complete.

These POF Update scenarios were presented to the ITOC at its January 9, 2008, meeting. The ITOC unanimously approved a recommendation to the Transportation Committee of Alternative Scenario 1 – Hold all EAP Schedules. In support of this position the ITOC members generally felt that it was early in the program and although it is important to monitor trends in both revenues and costs, at this time it was important to fulfill the commitments made in the EAP. ITOC expressed confidence that future opportunities would be available to secure additional matching funds well in advance of the potential for a negative cash balance within the program. Mr. Stoll stated that all key assumptions would be closely monitored and the Program Office would continue to manage the program to take advantage of opportunities for funding.

John Meyer, Chair of the ITOC, commented that ITOC, after evaluating all of the alternatives, strongly recommended Alternative One, holding the current EAP and keeping those promises made to the public. ITOC recognizes that adjustments would have to be made in future years.

Jay Powell, representing the CHCDC, stated that the CHCDC wants to make clear on the record that the Mid-City I-15 BRT project is included in the POF and the schedule remains at a 2012 completion date. He stated that the Mid-City BRT Working Group is working hard to develop alternatives to the centerline stations and plans to present these alternatives this summer.

Clive Richard, a member of the public, stated his concerns that the original recommendation would push the Mid-Coast project out and stated his support for Alternative Scenario 1, holding the EAP schedule.

Theresa Quiroz, a member of the public, stated that the Centerline Mid-City BRT project is included in the EAP and asked staff to clarify how it was being handled in the POF. She commented that the Blue Line upgrades are essential and asked that the project be given priority for the sake of public safety.

Chair Pro Tem Emery stated that the ITOC recommendation is the only avenue that this Committee has and we need to stick to the EAP schedule as originally adopted and keep our commitment to the public. We can continue to seek other funding sources to make this work.

Deputy Mayor Rindone expressed his support for Alternative Scenario 1 and commented that we would have a number of years to seek additional funding. Alternative

Scenarios 2 and 3 affect the I-805 BRT project. It is important for the region to find a site for the new Chargers stadium. The inland site in Chula Vista for the stadium has fewer mitigation issues and is a workable site for locating the stadium and would be served by the I-805 BRT. Alternative Scenario 1 keeps the project on schedule.

Supervisor Roberts stated his support for Alternative Scenario 1 and expressed his concerns that the Mid-Coast transit project timeline remains unchanged. We need to make commitments based on the assumptions we know and stated his confidence that we can identify funds that are currently being programmed to support some of these projects.

Mayor Art Madrid, City of La Mesa, stated his support of Alternative Scenario 1. He stated that the *TransNet* extension was a county-wide vote. He stated that some geographical regions are impacted more than others when we consider which projects are being funded and which are being deferred. He asked staff to determine which geographical area is impacted the most positively by funding of projects and which geographical area has been impacted the most negatively by deferring of projects.

Mr. Gallegos stated that the EAP is comprised of projects in each sub-region of the area. He reviewed those EAP projects currently underway and stated that each sub-region is affected by these projects. There is some activity on an EAP project in every part of the county.

Mayor Desmond asked for clarification regarding the Mid-Coast project.

Mr. Gallegos stated that the project is the extension of the light rail trolley north of Old Town, running along I-5 crossing over to the University of California, San Diego and continuing north to cross over the I-5 again and terminating at the University Towne Center mall. The route has not been finalized but that is the general overview.

Mayor Druker stated his support of Alternative Scenario 1 and commented that the downside is that in 2014 or later we will need to cut some of these projects if funding is not available at that time. We need to be aware that this will happen.

Mr. Gallegos stated that for the record, staff will include the presentation as part of the report to the Board of Directors.

Madaffer stated his appreciation to the ITOC and commented that there will be future opportunities for new money that will offset the deficit in the program. The important thing is that we are keeping the promise to the voters. Chair Madaffer clarified the timeline of the POF and the bond documents approval.

Councilmember Dale stated that as we approve this Alternative we are putting ourselves on a mission to find new and additional funding sources for these projects. He asked staff how SANDAG will keep track of identifying the funding for these projects while continuing to find funding sources for new projects.

Mr. Gallegos stated that the POF is a living document and should be updated on a regular basis. He stated that as staff brings updates to the POF to this Committee, it will brief on the status of finding funding sources for those projects. We are optimistic that we can continue to find funds. The POF is designed to keep the Transportation Committee updated and should be reviewed on a regular basis.

Jay Powell, CHCDC, stated that he wants on the record that the Mid-City I-15 BRT is included in the POF and Mr. Stoll stated that it was included. Chair Madaffer directed staff to add that statement into the staff report that will go to the Board of Directors.

Action: Upon a motion by Chair Pro Tem Emery and a second by Chairman Gallo, the Transportation Committee recommended that the Board of Directors approve Alternative Scenario 1 as the preferred *TransNet* Plan of Finance (POF) Update; and the revision of the set-aside for the future STIP, Congestion Mitigation and Air Quality and Surface Transportation Program funds from 15 percent to 6 percent, and include State and Local Partnership Program funds in this set-aside. These actions will support the pending issuance of \$600 million in long-term variable rate debt, which will activate the financing strategy and interest rate swaps approved by the Board of Directors in December 2005.

b. *TransNet* DRAFT BOND DOCUMENTS UPDATE (INFORMATION)

Renée Wasmund, Director of Finance, presented the item and introduced Bond Counsel Mary Collins and financial advisor Keith Curry. In accordance with the approval of the interest rate swaps approved by the Board of Directors in December 2005, preparations are underway for a planned \$600 million bond issuance in April 2008, commencing with the start of collections for the *TransNet* sales tax extension. Ms. Wasmund explained the strategy of the preliminary bonding plan and updated the Transportation Committee on the current process, provided a review of the draft bond documents, and described the current market conditions surrounding the pending transaction.

The upcoming transaction involves utilizing the interest rate exchanges (swaps) set up in December 2005, assessing current market conditions, and proactively refining the issuance procedures and instruments to position SANDAG to take advantage of its tremendous credit strengths. A comprehensive description of these activities is detailed in a memorandum from the financial advisors, Public Financial Management, Inc. As described in the memorandum, SANDAG representatives and the financial team met with bond insurers and rating agencies on January 16 and 17, 2008. Ms. Wasmund stated that we received positive feedback and we are confident that we will confirm our past AA rating and should know by the end of this month.

Ms. Wasmund reviewed the proposed schedule and timeline for the review and approval of the draft bond documents.

Mayor Druker requested clarification regarding the variable rate being used and what guarantee SANDAG has if the interest rates go up.

Ms. Wasmund reviewed the swap process and stated that it protects us from any increase in rates. The London Inter Bank Offering Rate (LIBOR) rate approximates historically what the rate that will be paid on the bonds in a variable rate market.

Action: This item was presented for information only.

12. FY 2009 FEDERAL TRANSPORTATION APPROPRIATIONS PROPOSALS (RECOMMEND)

Victoria Stackwick, Associate Legislative Analyst, presented the item. Each year, SANDAG provides the Congressional delegation with the region's list of high priority transportation projects for consideration during the annual appropriations process. In October 2007, the Transportation Committee approved the criteria for selecting projects for consideration in the FY 2009 federal transportation appropriations process. Staff has worked with Caltrans, the transit agencies, and local jurisdictions to develop the FY 2009 priorities.

Ms. Stackwick reviewed the eligibility criteria for local projects and the evaluation criteria used to review the projects. Two new evaluation criteria were added this year at the request of the CHCDC. Projects that meet the greater number of the criteria are recommended for inclusion in the comprehensive list of transportation projects for the FY 2009 federal process. Eighteen project proposals were received from the Centre City Development Corporation (CCDC), the Cities of Chula Vista, Coronado, Escondido, Lemon Grove, National City, San Diego, Santee, Vista, and the County of San Diego. Eight of the eligible projects met four or more of the evaluation criteria and staff recommends selecting those projects for inclusion in the FY 2009 federal transportation appropriations process. Funding will be limited. The City of Coronado submitted a letter asking for SANDAG support in encouraging the federal government to add a new specific category at the federal level which will include mitigation to offset funds for communities impacted by repositioning of military assets.

Following Board approval of project proposals, staff will initiate the necessary steps to participate in the federal appropriations process, including scheduling SANDAG and transit agency staff meetings in February and March with members of the Congressional delegation, and submittal of the appropriation request forms.

For next year's process, staff recommends that the Transportation Committee consider making one of the evaluation criteria, federal environmental clearance, as an eligibility criterion. This is because all federally funded projects must have NEPA clearance; and this environmental clearance is a key factor in the ability of a project to be able to obligate the federal funding in a timely manner.

Deputy Mayor Rindone asked if the list of projects reflect any sort of priority and Ms. Stackwick stated that they were listed in random order from north to south with new projects listed at the end.

Councilmember Phil Monroe, City of Coronado, stated that the request from Coronado is for SANDAG to assist in working with the federal government so that they will recognize the impact to local communities when the Department of Defense (DOD) moves assets.

Mayor Madrid stated his support for the letter from the City of Coronado because it is similar to a concern that the City of La Mesa has with the DOD regarding a previous agreement for development of a housing project. The housing was built with one access road and the DOD agreed to build an underpass to serve the housing project. During the recent wildfires, this housing area was threatened and if the fire had jumped over to the housing, the residents would have been trapped. The City has contacted the DOD to urge them to build the underpass but have been told there is no funding. Mayor Madrid asked if he could incorporate this request into the action along with the City of Coronado.

Mr. Gallegos stated that SANDAG would address this issue as a regional one not specific to any community and make a national case that while we value the military they do have impacts and we need to work with the federal government to address those impacts.

Action: Upon a motion by Mayor Pfeiler and a second by Deputy Mayor Rindone, the Transportation Committee recommended to the Board of Directors the list of projects for submittal to the San Diego Congressional delegation in the FY 2009 federal transportation appropriations cycle and directed staff to act on the request from the City of Coronado.

13. NEW FREEDOM PROGRAM EVALUATION CRITERIA (APPROVE)

Daniel Levy, Senior Regional Planner, presented the item. In December the Transportation Committee requested staff report back on the criteria to be used for evaluating the federal Jobs Access and Reverse Commute (JARC) and New Freedom Program grant applications. Mr. Levy reviewed the existing criteria in light of how the evaluation process was conducted in the fall of 2007 and made recommendations for changes.

New JARC and New Freedom evaluation criteria will be developed as part of the planning process for the Coordinated Plan update in FY 2008 and provided to the Transportation Committee prior to the start of the FY 2008 JARC and New Freedom Competitive Process. Those criteria will be applied to all future JARC and New Freedom Competitive Processes where the funding priorities are determined within the Coordinated Plan.

SANDAG has received confirmation from the FTA that a second competitive process for New Freedom may be held based on the FY 2007 Coordinated Plan (no second competitive process for JARC funding is planned at this time since all monies were allocated with the previous competitive process). SANDAG will hold this second New Freedom Competitive Process during March 2008.

The recommendation to review the evaluation criteria resulted from concerns that some projects received a low ranking even though they were addressing important needs in the community. Staff is proposing several changes to the criteria that will be used for this competitive process. First, the *Project Need/Goals and Objectives* will be separated into two separate criteria. Isolating the *Project Need* criteria will allow the review committee to rate the importance of community need being addressed by the project. Additionally staff is recommending altering the weightings of the evaluation criteria in order to allow the need being addressed to have a weightier bearing on the final score. Staff also will strive for improved collaboration with applicants during the competitive process, with the aim of having applicants submit clearly outlined applications that are responsive to the New Freedom program requirements.

Mr. Levy reviewed the next steps and the proposed schedule for the competitive process and grant award for the second round of FY 2008 New Freedom.

Wes Johnson, representing Accessible San Diego, expressed his appreciation to SANDAG for arranging a second opportunity to apply for the New Freedom grant. He submitted written comments with suggestions for improvements to the New Freedom grant process and changes to the overview to help clarify the process.

Action: Upon a motion by Supervisor Roberts and a second by Chair Pro Tem Emery, the Transportation Committee approved the recommended changes to the New Freedom Grant Program evaluation criteria for the spring 2008 New Freedom Competitive Process.

14. INTERSTATE 15 FasTrak® STATUS UPDATE AND REVENUE CONTRIBUTIONS (RECOMMEND)

Samuel Johnson, Chief Technology Officer, presented the item and introduced Gustavo Dallarda, Caltrans Corridor Director. The implementation of the new FasTrak account and transponder fee changes took effect on May 1, 2007. This report follows up on the Transportation Committee's direction to report back on the status of the FasTrak program following the first six months of the implementation of the new fees.

Mr. Johnson reviewed the goals of the pricing policy and stated that all goals were achieved. As predicted, few frequent accounts, or accounts that generate over \$4.50 in toll revenue per month, dropped out of the program, and many of the inactive accounts started using the Managed Lanes. This demonstrates that frequent users are minimally impacted by the policy, that the incentive approach has enticed some inactive patrons to use the Managed Lanes, and that the majority of inactive accounts have chosen to retain the benefit of having access to FasTrak. For the six months prior to enacting the fees, the I-15 FasTrak program toll revenue was less than the monthly operating expenditures, requiring operating reserves be used to cover the deficit. Since enacting the fee, program revenues have stabilized and are now covering program operating costs.

Mr. Johnson reviewed the I-15 FasTrak operational expenses and revenue projections and uses. Staff has developed agreements with Caltrans and MTS which provide for revenue contributions to offset the fair share costs of operating the I-15 Managed Lanes facility and to fund enhanced transit services within the corridor. Mr. Johnson reviewed the details of these agreements that will serve as funding commitments as long as the revenue stream remains positive and minimum operating reserves are maintained.

Mr. Dallarda presented the proposed corridor improvements: the I-15 Middle, North, and South segments. The eight-mile section of I-15 FasTrak (middle section) will be open to traffic in 2008. Mr. Dallarda provided a description and graphic on how the managed lanes transition will occur and the components of the traffic control system. A Cooperative Agreement for the moveable barrier operations between Caltrans and SANDAG is required by the State before Caltrans can add additional resources in its State budget to operate this new managed lanes segment.

A Memorandum of Understanding (MOU) with MTS is also needed to layout how pass-through funds will be administered within the FasTrak program for enhanced transit services and Mr. Johnson briefed the committee on the details of this MOU. Staff will continue to provide periodic status reports to the Committee on the I-15 FasTrak system.

Chair Madaffer stated that he would like staff to work together with Caltrans and MTS on a marketing program when the full 16 miles are complete to provide incentives to get more people to use FasTrak.

Councilmember Monroe asked how many of the 8,000 inactive accounts were local versus out of county accounts.

Mr. Johnson stated that were about 30,00 out of county accounts and after the new pricing was implemented about 2,400 of those customers chose retain their account with SANDAG. Councilmember Monroe stated that means approximately 6,000 local residents are paying for the service but not using it and Mr. Johnson replied in the affirmative.

Paul Jablonski, Executive Director, NCTD, stated that the substantial reduction and loss from the State in funding has negatively impacted MTS. Even with these cuts in funding, MTS is attempting to keep this service running. He stated that it will be increasingly difficult to maintain service if MTS has to continue to absorb budget cuts.

Chair Madaffer stated that hopefully with more people using the FasTrak service we will improve the revenue stream. We are retaining customers and now we need to get the customers using their transponders.

Chair Pro Tem Emery stated that he saw transponders on sale at Costco and asked how that works with the program.

Mr. Johnson stated that this is an easier method of distribution of the equipment to the public. The customer still must activate the transponder with whichever agency they choose, such as SANDAG or another operating agency.

Mayor Druker stated his concerns with the amount of funding required for the managed lane traffic control system and also his concern for the safety of the highway patrol personnel that would be present to assist in the traffic management program.

Mr. Orso-Delgado stated that the highway patrol is the safest method to make the transition from a moving lane to a managed lane. This procedure is temporary until the new managed lanes are completed.

Mr. Mathis asked for clarification on the ratio of northbound and southbound traffic at peak hours on I-15 and whether it was still at 55-45.

Mr. Dallarda stated that he did not have the exact numbers but the ratio has been stable for the past several years. Traffic continues to be heavier southbound in the morning peak and heavier northbound in the afternoon peak.

Mr. Mathis asked if the ratio moves closer to 50-50 whether there would be a situation where the barriers would not have to be moved.

Mr. Orso-Delgado stated that the potential exists but there is still the situation of the existing two reversible lanes to deal with the morning and afternoon peaks until the south segment comes on line.

Action: Upon a motion by Mayor Pfeiler and a second by Deputy Mayor Rindone, the Transportation Committee recommended to the Board of Directors approval for the revenue contribution agreements with Caltrans and the MTS concerning FasTrak.

15. UPDATE ON SHORT-TERM AIRPORT PLANNING AND TRANSIT ISSUES (INFORMATION)

Miriam Kirshner, Senior Regional Planner, presented the item. SANDAG provided written comments to the original Draft Environmental Impact Report (DEIR) released by the Airport Authority in May 2006. These comments, endorsed by the Executive Committee, centered on the traffic study and mitigation measures proposed in the DEIR including recommendations for SANDAG and Airport Authority to undertake a comprehensive regional air-rail network study to address the region's long-term aviation needs, to develop a long-term master plan for the efficient utilization of San Diego International Airport (SDIA), and to ensure that short-term plans for SDIA be designed so as not to preclude the future configuration of long-term uses on the airport. The Executive Committee expressed an interest in the Airport Authority conducting comprehensive site planning for the airport that would include passenger access on the north side, connected to freeway and transit facilities.

Ms. Kirshner reviewed the highlights of the short-term airport master plan DEIR. SANDAG staff has reviewed the revised DEIR to determine whether its original comments have been addressed. Ms. Kirshner briefed the Committee on those new elements that staff supports and those that for which staff still has concerns. The revised elements that staff supports include SANDAG suggestions to extend the timeline to 2030, to include various alternative development plans and to identify potential transit improvements. Staff still has concerns on the following DEIR elements: the alternative that eliminates the Terminal 2 parking structure does not evaluate possible parking management and transit improvements that could help mitigate the reduction in parking, the traffic analysis assumes that the proposed airport improvements do not generate additional trips on the road network, and the revised DEIR does not commit the Airport Authority to implement a fair share of improvements to the freeway and public transit network needed to mitigate impacts from the proposed airport improvements. It is the intention of SANDAG staff to submit a letter containing the comments outlined above to the Airport Authority prior to the deadline of February 4, 2008. SANDAG and Airport Authority staff have been working to resolve these concerns and Airport Authority staff recommended a meeting with Federal Aviation Administration (FAA) officials to further discuss FAA guidelines regarding how EIRs should be prepared for airports. This meeting was held on January 14, 2008, and attended by representatives from the FAA, Airport Authority, Caltrans, and SANDAG.

Ms. Kirshner updated the Transportation Committee on the Airport Authority's ongoing effort to improve transit access to the airport as identified in a draft Airport Transit Plan. The Airport Authority has led an Airport Transit Committee to discuss potential transit access improvements to the airport. SANDAG, the City of San Diego, CCDC, Caltrans, MTS, NCTD, and the FAA serve on the committee, which meets quarterly. The goal of the effort is to increase the transit market share from the current 1.2 percent of the 48,000 daily airline passengers to 4 percent to 6 percent. The committee has discussed an extensive list of potential transit improvements, and is currently in the

process of prioritizing these improvements for implementation in the short-term (1 year to 3 years), mid-term (3 years to 5 years), and long-term (6-plus years).

Mayor Desmond gave a presentation on the Airport Master Plan concentrating on the environmental process and transit plans. The Master Plan contains two elements and he presented details on the Implementation Plan and the Land Use Plan elements. Mayor Desmond reviewed the ten components of the Implementation Plan. Five improvements are proposed for the north side and five improvements are proposed for the south side. These proposed components will improve taxi lanes and provide more room for aircraft, improve aircraft overnight parking, improve passenger parking, and vehicle circulation, security, and passenger drop off and check in. The Land Use Plan focuses on land to the north of the airport and improves transit and ground transportation with an inter-modal transit center. Assumptions for the inter-modal transit center include a single bus system to terminals, a dedicated transit corridor, a passenger drop plaza for buses, connection to the trolley station, and ticket kiosks with luggage check-in. The environmental review process analyzes the traffic/circulation, air quality, and noise issues. The Airport Authority recently has released a draft Airport Transit Plan and Cost Estimates for review and comment. The purpose of the draft Airport Transit Plan is to improve public transit access to the SDIA. The goal is to increase transit ridership over the next three to five years from 1.2 percent to 4 percent-6 percent. The purpose of the Airport Vision Plan is to develop a long-term vision for the SDIA that includes airport and ground access improvements to be included in the regional transportation plans. The Authority is attempting to build into the short-term plans funding methods for the long-term plan. Staff is currently reviewing this draft and will report back on the details of the plan at a future Transportation Committee meeting.

Supervisor Roberts commented that the airport needs to expand but the Airport Authority is not addressing the ground access points – the three streets that provide primary access to the airport. The Airport Master Plan does not address any mitigation for increased traffic on these three access streets. There needs to be real solutions to improving ground access to the airport. There must be a mitigated short-term solution that addresses traffic impacts before building new gates or any other action. He stated that the Board of Directors should go on record during this environmental impact comment period with a statement of concern on the need for traffic mitigation.

Mayor Desmond stated that over the past year there has been an approximately 5 percent increase in passengers at the airport. The airport authority is aware of the traffic and mitigation issues and realizes their responsibility for these types of issues and is addressing them to the best of their ability.

Mr. Gallegos stated that the item was on the agenda today because the Airport Authority agreed to extend the comment period to February 4, 2008, so that the Transportation Committee comments could be considered.

Supervisor Roberts stated that for the record, we should file comments in line with his comments regarding the need for mitigation of traffic impacts.

Thella Bowens, Executive Director, San Diego Regional Airport Authority, commented that the Airport Authority is aware that there are traffic concerns that need to be addressed whether a new terminal is built or not. The Airport Authority Board is committed to implementing ways to solve the traffic problems. Any terminal built at the SDIA would take at least three years to four

years and traffic conditions will be different at that time. The Airport Authority is working with the FAA and any plans for mitigation can be submitted to them separately from the environmental documents. We will work on short-term mitigation efforts now and will continue to work with SANDAG and other stakeholders to find long-term solutions.

Senator Steve Peace and Carl Nettleton, representing A Vision for San Diego Waterfront, presented graphic representations showing the current SDIA configuration and traffic impacts, the Airport Authority's plans and potential traffic impacts, and the vision for the SDIA that their organization supports. Their organization would suggest investing in moving the terminals to the north side of the airport. He stated his organization's lack of support for the Airport Authority's Master Plan.

Sandy Shapery, a member of the public, stated that he was recently appointed to the Airport Authority. He stated that he supports some of the components of the proposal from A Vision for San Diego Waterfront including the multi-modal transit system. He stated that building additional gates at Terminal 2 does not preclude the option to build out the north side of the airport. The ten new gates are needed now to support current air traffic. He asked that the SANDAG Board of Directors support this component but do so in a way that does not preclude building an additional terminal on the north side and to open negotiations with the Marine Corps to acquire the parcel on the north side.

Chair Madaffer stated that SDIA needs a long-term vision and improvements. The Airport needs the ten new gates, in fact, it needs more than that. SANDAG needs to work with the Airport Authority, with the public and policy makers in a cooperative way to develop a Master Plan that addresses the needs of the SDIA for the short-term and the long-term. SANDAG is taking a broader, big picture approach to the needs of the Airport and the Airport Authority is taking a smaller, myopic view of let's just get this piece done now.

Mayor Desmond stated that the Airport Authority's vision includes transit options, off-ramps directly to the Airport and some of the other concerns addressed by the Committee. Any new terminal built will be cost shared by all the airlines so building a new terminal just for Southwest would not be feasible. The Airport Authority will need to partner with SANDAG to lobby the state and federal delegation to negotiate with the Marine Corps.

Deputy Mayor Rindone stated that he met with the airport staff and was briefed on the Master Plan and expressed his appreciation for the staff's hard work. He expressed his concern that the item was added to the agenda at the last minute and the members did not have enough time to properly prepare. He requested that this item be discussed more extensively in a workshop or future Transportation Committee meeting.

Chair Madaffer stated that this item was added at the last minute because the environmental period closes on February 4, 2008, and SANDAG wanted to provide this Committee with an opportunity to comment in a public forum on the environmental document. Chair Sessom has placed this item on the agenda for the February 8, 2008, Board of Directors Policy meeting to provide an opportunity for an extensive briefing and discussion.

Deputy Mayor Rindone stated that we need to continue discussions with the Marine Corps to acquire the land on the north side of SDIA for a new terminal and to extend the runway. There is a

need to build the ten new gates at Terminal 2. He stated that the concerns for price and capacity and upgrade for service are important but convenience is the most important public concern. The Airport Master plan should have transit operations as a top priority. The Master Plan suggests a new parking structure but does not address transit opportunities to support it. He suggested that the Master Plan is necessary but needs to have transit addressed more specifically during the planning process and not after the fact. To support additional terminals without understanding other issues affecting the Master Plan is faulty.

Bill Figge, Caltrans District, 11 stated that Caltrans shares the concerns that SANDAG staff has brought forth and they will be writing a comment letter stating their concerns regarding the need to look at improvements to ground access relating to growth and travel at the Airport.

Mayor Druker stated that there needs to be better access to the airport from the highways and improved transit options. The SANDAG staff comments on the DEIR are correct and we must continue to figure out how to work with the Airport Authority to get the airport that we want, including negotiations with the Marine Corps. He stated that he would like the Transportation Committee to have a workshop on this specific item as this is a transportation issue.

Councilmember Monroe stated that the City of Coronado has submitted a letter to the Airport Authority opposing the expansion at this time. He stated that he would like to have a formal presentation from Senator Peace to this Committee in a workshop forum. He commented that we should not build gates until discussions with the Marine Corps for their land for the taxiway extension are concluded.

Chairman Gallo requested clarification regarding whether this Committee would submit a comment letter regarding the DEIR.

Mr. Gallegos stated that today's item is informational. The Board of Directors adopted a comment letter a year ago and the Airport Authority has responded to several of the issues and made some changes already. Staff will take comments from today's discussion to revise the original letter acknowledging the concerns we still have.

Chairman Gallo commented that that in a memo referencing the DEIR, the language states that under the Land Use Plan, no modifications will be made to existing or planned transit routes. Yet the staff report states the desire, under airport transit access, to increase daily airline passengers to 4 percent-6 percent and that seems contradictory.

Bob Leiter, Director Land Use and Transportation Planning, stated that the memo Chairman Gallo is referring to was that was part of the original comment letter and the memo has been responded to by the Airport Authority. Staff included it today for the Committee to use as comparison for what the Airport Authority has changed in the revised DEIR, but we still have the same major concerns with the issues discussed today.

Chairman Gallo stated his concurrence with the comments made today by the other members. He commented that this issue has been around for over 40 years and we can't seem to move forward. He commented that now is the time to make something happen.

Action: This item was presented for information only.

17. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, February 15, 2008, at 9 a.m. The Transportation Committee will meet once in February due to the SANDAG Board Retreat.

18. ADJOURNMENT

Chair Madaffer adjourned the meeting at 12:54 p.m.

Attachment: Attendance Sheet

Meeting Adjourned Time: 12:17 p.m.

Meeting Start Time: 9:01 a.m.

Arrival Time to Meet Minimum Attendance Compensation Requirements: 10:39 a.m.

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
JANUARY 18, 2008**

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	Yes
North County Inland	City of Escondido	Lori Holt Pfeiler	Member	Yes
	City of Vista	Bob Campbell	Alternate	Yes
East County	City of Santee	Jack Dale (Vice Chair)	Member	Yes
	City of La Mesa	Art Madrid	Alternate	Yes
South County	City of Chula Vista	Jerry Rindone	Member	Yes
	City of Coronado	Phil Monroe	Alternate	Yes
City of San Diego	----	Jim Madaffer (Chair)	Member	Yes
	----	Toni Atkins	Alternate	Yes
	----	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 Finnla	Alternate	No
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes
	—	Bill Figge	Alternate	Yes
SCTCA	—	Albert Phoenix	Member	Yes
		Shane Chapparoa	Alternate	No