

TRANSPORTATION COMMITTEE

March 21, 2008

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF MARCH 7, 2008

The meeting of the Transportation Committee was called to order by Chair Jim Madaffer (City of San Diego) at 9:05 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Chair Pro Tem Bob Emery (Metropolitan Transit System [MTS]) and a second by Chairman Ed Gallo (North County Transit District [NCTD]), the Transportation Committee approved the minutes from the February 15, 2008, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, submitted written comments and read them into the record requesting donations to support the Multiple Sclerosis Walk 2008.

Albert Phoenix (Southern California Tribal Chairman's Association [SCTCA]) stated that the Reservation Transportation Authority was awarded a Federal Transit Administration (FTA) Grant from the tribal transportation program for \$425,104. Our proposal was based on the Tribal Transportation Feasibility Study conducted in the Tribal Transportation Working Group. This is the largest grant in the U.S. under the program for any tribe however it was only half of what we asked for. We will strategize how best to develop the project. The purpose of the grant is to strengthen transportation connections between reservations and urban transit systems. The grant was made directly to the tribe and as an advisory member we hope to discuss the project in our Working Group and keep SANDAG informed.

Chairman Gallo announced the revenue start date for SPRINTER operations is Sunday, March 9, 2008, at 4:30 a.m. The first train will leave the station at 4:33 a.m.

Charlene Zettel (San Diego County Regional Airport Authority [SDCRAA]) stated that the SDCRAA met with the SANDAG Board and looks forward to working together on the Airport Master Plan. She stated that the SDCRAA hired a consulting team to work with the regional planners to prepare the long-term vision for the master plan.

CONSENT ITEMS

3. MTS AND NCTD SUMMER SERVICE CHANGES (INFORMATION)

This report reviews the service changes proposed for June 2008 by Metropolitan Transit System and North County Transit District. None of the proposed service changes are regionally significant.

Action: Upon a motion by Chairman Gallo and a second by Chair Pro Tem Emery, the Transportation Committee accepted the report under Consent Item 3.

CHAIRS' REPORTS

4. CALTRANS CONSTRUCTION COST INDEX AND AVERAGE NUMBER OF BIDDERS (INFORMATION)

Chairman Madaffer reported on the latest results of the statewide Caltrans Construction Cost Index and the tracking of the average number of bidders on Caltrans construction projects. He stated that the index has been down two consecutive quarters. This is the first time the index has gone down two consecutive quarters since they started tracking it in 2002. The average number of bidders has gone up due to competition. The index shows that prices have not doubled since 2002 but only increased about 75 percent. The Caltrans index tracks actual bid prices for materials on projects throughout the state. It focuses on materials and construction activities related to transportation infrastructure.

Pedro Orso-Delgado, Caltrans commented that the bids for State Route (SR) 52, SR 905, and Interstate 15 (I-15) all came in below the engineer's estimates on an average of 22 percent less. The number of bidders has been coming in at an average of five to six bidders per project.

Chair Madaffer stated that the increased competition means more money for other transportation projects in the region.

Action: This item was presented for information only.

REPORTS

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

SANDAG Representative to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency, Mayor Joe Kellejian (Solana Beach) and Linda Culp, Senior Regional Planner, presented the item. 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. Since 1989, LOSSAN has been working to improve rail movement in the region. A record number of riders are using the rail corridor. Current plans include implementing a 20-minute COASTER service, and Amtrak and Metrolink plans to increase their service in the corridor.

These plans will increase rail service to 500 trains per day, double the current number of trains. Commissioner John Chalker, California Transportation Commission (CTC) Chair, is working with the LOSSAN Board to bring express trains from Los Angeles to San Diego and is helping to find the funding sources to not only provide the express service but to fund the improvements to tracks, bridges and stations to support it.

Mayor Kellejian summarized the actions from the LOSSAN Board meeting on February 6, 2008. 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 works closely with the other rail operators to advocate for federal funds. The Board of Directors and Technical Advisory Committee will serve as the primary policy and technical stakeholders for an effort currently led by the Orange County Transportation Authority and Caltrans Division of Rail to better integrate passenger rail services in the corridor. The Board provided further input into the scope of work for this effort, which could have direct impacts to rail services in San Diego. Board representatives represented SANDAG and other corridor agencies in Sacramento on February 21 at Intercity Rail Day, which aimed to raise awareness of intercity rail and discuss future improvements. The Board of Directors also approved continuing to provide funds directly to SANDAG to staff LOSSAN in FY 2009.

Mayor Kellejian introduced and presented a recent informational video on the state's intercity rail program. He stated that since 2001, California's population grew 11 percent while vehicle miles traveled grew only 8 percent. Ridership on the three rail passenger lines increased 43 percent. Fare box recovery on Amtrak is at 50 percent and the COASTER is over 40 percent. Mayor Kellejian commented that travel on passenger rail emits 70 percent less greenhouse emissions than vehicle travel along the same route.

Mayor Lori Holt Pfeiler (North County Inland) requested clarification regarding the proposed express service and what types of services would be provided such as the number of stops.

Gary Gallegos, Executive Director stated that in discussions with Commissioner Chalker, his goal is to have an express train that cuts the travel time between Los Angeles and San Diego down to two hours with perhaps one stop in Orange County to make it more competitive to the automobile. Orange County on the other hand wants trains to stop at every station along the corridor. Commissioner Chalker has been successful in helping us secure funds for some of our projects such as double tracking.

Chair Madaffer commented that this is an important link for transportation and we need to continue to move toward implementing an express train and finding funding to support the improvements to accommodate it. He commented that we need to work with Orange County Transportation Authority to make Metrolink service more connected in the region.

Mayor Kellejian commented that his personal vision is to have a South Bay stop for Amtrak and that the COASTER should run all the way to the border.

Mr. Gallegos added that SANDAG has been working with state to find a location for a maintenance facility for Amtrak. SANDAG has plans to use Prop 1B Goods Movement funds

to add enhancements the south rail line and an inter-modal facility at the south end in San Ysidro. We suggested that Amtrak also place their maintenance facility in this location with the idea that if they are maintaining their trains so far south, it makes sense for them to provide service to the cities along the southern portion of the line to the border.

Councilmember Phil Monroe (South County) commented in order to support the plans for increased service along the corridor we need to build double tracking. He asked staff what the timeline for double tracking is in the Regional Transportation Plan (RTP) and how it would be implemented.

Mr. Gallegos stated that double tracking is in the RTP but it is a matter of financial resources; not only to support the double tracking but to support tunnels in Del Mar and Sorrento Valley. The *TransNet* Ordinance included funding for double tracking but we need to identify the required matching funds. We have submitted a proposal for goods movement funding but we don't expect to receive the full funding request.

Mayor Jerome Stocks (NCTD) stated that the plans for the double tracks are laid out and for the most part environmentally cleared but funding won't come out of operating budgets. We need to continue to look for grant funding for specific project segments that fit our parameters. We are ready to go we just need to find the funding sources.

Deputy Mayor Jerry Rindone (South County) commented that LOSSAN has two priorities: double tracking and need for equipment.

Action: This item was presented for information only.

6. *TransNet* MAINTENANCE OF EFFORT (MOE) AUDITS (RECOMMEND)

Renée Wasmund, Finance Director presented the item. Section 8 of the *TransNet* Extension Ordinance (Attachment 2) prescribes the requirement to develop a new MOE level, based on the level of discretionary funds expended for street and road purposes on average over the fiscal years 2000-01, 2001-02, and 2002-03. The MOE level will then be subject to adjustment every three years based on the Construction Cost Index developed by Caltrans, not to exceed the growth rate in the local jurisdiction's general fund revenues over the same time period.

Last February, the ITOC reviewed and commented on the set of procedures that were proposed to be used by SANDAG's auditors, Caporicci & Larson (C&L), to perform the MOE audits. The result of the procedures is a new MOE base that will then be applied in fiscal year 2009, which is the first year the requirements under the *TransNet* Extension Ordinance will apply.

At the November 14, 2007, ITOC meeting and the December 14, 2007, Transportation Committee meeting, guidance was provided with respect to several issues that arose during the performance of the audits. Both Carlsbad and Encinitas had concerns that the initially calculated MOE level included one-time expenditures that resulted from "banking" general fund monies and that subsequently expending those funds during the base period resulted in an artificially high MOE level. Carlsbad and Encinitas requested that we consider removing those one-time expenditures from the calculation. At the ITOC's direction, the

auditors performed additional procedures for Carlsbad and Encinitas in order to review and analyze the one-time expenditures. Our General Counsel reviewed the language in the Ordinance and determined that this would be allowed as long as it did not circumvent the intent of the language of the Ordinance. The additional procedures included obtaining discretionary local street and road expenditure information from the cities for the three years preceding the MOE base period for trend analysis, as well as a listing of the one-time expenditures for all six years. The additional information is reported in the audit reports. The City of Oceanside audit does not have any outstanding items and is complete. The City of San Diego audit is still in process and they will provide the final information to the auditors upon issuance of their Fiscal Year 2006 Comprehensive Annual Financial Report. At this time, the recommendation is to proceed with the approval of the MOE base levels for the Cities of Carlsbad, Encinitas, and Oceanside so that they are able to use the information in their FY 2009 budget development process.

Action: Upon a motion by Mayor Pfeiler and a second by Chairman Gallo, the Transportation Committee recommended that the SANDAG Board of Directors approve the attached MOE base levels for Encinitas, Carlsbad, and Oceanside based on the completed audits, contingent upon the Board of Directors approving appropriate amendments to Board Policy No. 031, " *TransNet* Ordinance and Expenditure Plan Rules."

7. TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENT: THE COUNTY OF SAN DIEGO LOCAL TRANSPORTATION FUND (RECOMMEND)

Ms. Wasmund presented the item. Each recipient of Transportation Development Act (TDA) funds is subject to an annual fiscal audit under the provisions of the TDA. The purpose of the audit is to establish the financial position of the claimant, and to determine if the claimant is in compliance with the rules and regulations of the TDA. The original allocations for all claims are based on budget projections for the services to be provided or projects to be completed. The audit identifies any differences between the allocation and the amount of TDA funds that a claimant was eligible to receive based on actual expenditures for the fiscal year. As a result of the FY 2007 audit of the Local Transportation Fund (LTF), it is necessary to adjust a prior claim amendment.

On June 20, 2003, the Transportation Committee approved Resolution No. 2003-41, which authorized a decrease to Claim 250 of \$1,617,377 and an increase to Claim 253 of \$1,333,951. The increase to Claim 253 should have been \$1,617,377. In order to correct this previous action, an amendment of \$283,426 is required. This claim amendment corrects the June 20, 2003, action and is consistent with the FY 2002 TDA audit. No additional payment from the County LTF is required, as the appropriate cash transfers have already occurred. As a result, the County LTF is also required to reflect that the cash balance of Claim 253 is reduced by \$1,617,377 since Metropolitan Transit System has the funds on hand.

Action: Upon a motion by Chair Pro Tem Emery and a second by Supervisor Ron Roberts (County of San Diego), the Transportation Committee approved Resolution No. 2008-15, approving revisions to TDA Article 4.0 claim 253 for Metropolitan Transit System in the County of San Diego LTF.

8. SOUTH ORANGE COUNTY MAJOR INVESTMENT STUDY UPDATE (INFORMATION)

Heather Werdick, Senior Regional Planner presented the item. The Orange County Transportation Authority (OCTA) is currently conducting an assessment of various strategic alternatives for improving travel from the San Diego County border to State Route (SR) 55 in south Orange County. This conceptual planning process, which began in early 2006, is called the South Orange County Major Investment Study (SOCMIS). A study team consisting of consultants and OCTA staff is conducting the study. SANDAG staff participates in the Technical Advisory Committee (TAC) and Mayor David Druker, City of Del Mar, represents SANDAG on the Policy Advisory Committee (PAC). The committees meet regularly to provide feedback and direction to the SOCMIS study team. Additionally, as part of the Borders Planning and Coordination work program, SANDAG meets regularly with staff from OCTA to discuss other items of joint interest.

The SOCMIS is assessing various alternatives for improving north-south travel from the Orange/ San Diego County border to SR 55 and east-west travel from the foothills to the coast. The main transportation corridor in the south Orange County area is Interstate 5 (I-5), an eight-lane freeway with traffic volumes as high as 350,000 vehicle trips per day. Without a long-term strategic vision, the I-5 corridor and surrounding transportation infrastructure will experience increasing levels of congestion.

The study objectives for the SOCMIS are to reduce freeway congestion in the study area, minimize freeway travel times, provide continuity of facilities along south Orange County freeways, improve freeway access at the interchanges, and evaluate public transit options.

The SOCMIS is part of OCTA strategic efforts to keep Orange County moving over the next 25 years and beyond. The study includes a comprehensive public participation process and is divided into the following components: identify I-5 corridor deficiencies, develop the purpose and need for the corridor improvements, develop initial transportation alternatives, evaluate initial transportation alternatives, select a reduced set of transportation alternatives, evaluate a reduced set of transportation alternatives, and recommend a locally preferred transportation strategy.

The study began in early 2006 and is expected to be completed in fall 2008. The study team developed 14 initial multimodal transportation alternatives. The evaluation results for the 14 alternatives were presented to the TAC, SWG, and PAC in July/August 2007 for feedback. The PAC recommended that the 14 initial alternatives be reduced to six alternatives for further study. The six alternatives include a mixture of roadway, arterial, and transit/rail improvements at various investment levels. This reduced set of alternatives was approved for further study by the OCTA Board of Directors in October 2007. The OCTA Board recently decided that the Foothill-South project (State Route 241) will be assumed for all alternatives. The reduced set of alternatives will be evaluated in more detail and findings on benefits, impacts, and costs will be developed, leading to a recommendation of a locally preferred strategy for transportation improvements in south Orange County.

Additionally, one of the key areas of interest in this study is weekend congestion. A weekend operational traffic study and an origin and destination study were conducted by OCTA as part of the SOCMIS to better document weekend travel conditions. The results of

this analysis were presented to the PAC in December 2007. The results from the origin and destination study found about 20-25 percent of the traffic travels the full length of the corridor and that about 90 percent of the traffic entering the freeway north of San Clemente exits before reaching the San Diego county line. The operational study found that the mainline general purpose lanes experience congestion at lower volumes on the weekends than on weekdays. This is most likely attributed to differences in driving behavior on the weekends. Additionally, the analysis indicates that the high occupancy vehicle (HOV) lanes are very heavily used. The results from these studies will be used to help further define the recommended locally preferred strategy.

Public open houses were held on the reduced set of alternatives in early March 2008. The TAC met in February to discuss the results of the further analysis on the six primary alternatives. The PAC is expected to meet later in March. Best performing elements from the six remaining alternatives can be mixed and matched as needed. A locally preferred transportation strategy is expected to be recommended in fall 2008.

Mayor Druker (North County Coastal) commented that the OCTA does not support a high level of transit service but transit continues to be a part of their alternatives. He stated that our assumption has always been that the traffic congestion problems were a result of traffic coming south from Orange County but the study results show that this is not valid, especially on the weekends.

Mayor Stocks asked staff for a status update on toll road extension for SR 241 and Ms. Werdick said the Coastal Commission denied the consistency finding last month and an appeal has been filed with the Secretary of Commerce. The appeal process will take about a year. The other environmental studies and permits are still being processed.

Councilmember Matt Hall (North County Coastal) commented that he drives I-5 every Saturday southbound and the traffic is very heavy; his observation does not support the findings from the study.

Action: This item was presented for information only.

9. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for March 21, 2008, at 9 a.m.

9. ADJOURNMENT

Chair Madaffer adjourned the meeting at 9:54 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
MARCH 7, 2008**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Coastal	City of Carlsbad	Matt Hall	Member	Yes
	City of Del Mar	Dave Druker	Alternate	Yes
North County Inland	City of Escondido	Lori Holt Pfeiler	Member	Yes
	City of Vista	Bob Campbell	Alternate	Yes
East County	City of Santee	Jack Dale (Vice Chair)	Member	No
	City of La Mesa	Art Madrid	Alternate	Yes
South County	City of Coronado	Phil Monroe	Member	Yes
	City of Chula Vista	Jerry Rindone	Alternate	Yes
City of San Diego	----	Jim Madaffer (Chair)	Member	Yes
	----	Toni Atkins	Alternate	Yes
	----	Ben Hueso	Alternate	No
County of San Diego	----	Ron Roberts	Member	Yes
	----	Greg Cox	Alternate	No
	----	Bill Horn	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	Yes
		Chris Orlando	Alternate	No
San Diego County Regional Airport Authority		Charlene Zettel	Member	Yes
		Jim Desmond	Alternate	Yes
		Ramona Finnilla	Alternate	No
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes
	---	Bill Figge	Alternate	No
SCTCA	---	Albert Phoenix	Member	Yes
		Shane Chapparosa	Alternate	No