

TRANSPORTATION COMMITTEE

April 18, 2008

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF MARCH 21, 2008

The meeting of the Transportation Committee was called to order by Chair Jim Madaffer (City of San Diego) at 9:02 a.m. See the attached attendance sheet for Transportation Committee member attendance. He announced that the April 4 Transportation Committee meeting has been cancelled and items on that agenda will be moved to the April 18 meeting agenda.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Jim Desmond (Airport Authority) and a second by Councilmember Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee approved the minutes from the March 7, 2008, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Clive Richard, a member of the public, said he recently learning there are shortfalls in funding available for transit. He has been one of the people who has gone to neighbors and friends and urged them to make their displeasure about this fact known to the Governor and State Legislature. One neighbor said that these funding shortfalls that have resulted in MTS increasing fares, eliminating transfers, proposing to increase the age for senior citizens passes, and eliminating routes. These actions are done to save money and avoid what will happen when this shortfall occurs. He wondered how MTS has the ability to pay its Executive Director a sizeable salary increase and justify a bonus. Mr. Richard had no answer to that question. In order to save \$36,000, the route that goes by his house on Montezuma Road to San Diego State University (SDSU) on weekends will be ended, but MTS can afford a hefty salary increases for its Executive Director.

Mayor Desmond announced that the Airport Authority will be having a joint board meeting on March 27 with MTS, and with the Port Commissioners on April 4. The Authority is also planning to meet and collaborate with other boards.

Chair Madaffer recognized this spirit of cooperation from the Airport Authority with SANDAG, MTS, and the Port. This is the first time in the region's history that such a collaboration is taking place.

Councilmember Dave Druker (North County Coastal) reported that the temporary seasonal platform at the Del Mar Fairgrounds will not open this year. The Fairgrounds organization does not have money or the time to create an operating plan. This will be put off for at least another year. However, it is very interested in implementing this project.

Mayor Madrid asked if the Authority has plans to meet with Caltrans and the City of San Diego as those two agencies will be impacted the most. Mayor Desmond replied that Pedro Orso-Delgado, Caltrans District 11 Director, is an ex officio member of the Airport Authority and attends all Authority Board meetings. He hoped the Authority would have meetings with other agencies.

Chair Madaffer said that we have been spending a lot of time with San Diego Mayor Jerry Sanders and other principals to really move forward with this collaborative effort. Soon a mayors policy steering committee will be formed that will include all of these parties. This will be a very active collaborative effort.

Gary Gallegos (Executive Director) added that policy members from each agency would be on this committee and will review the work being done. By February 2009 we hope to develop an Airport Master Plan. Last Saturday, the staffs of SANDAG, the Airport Authority, and the City of San Diego met in a partnering session.

CHAIR'S REPORT (3)

3. STATE ROUTE 905 STATUS UPDATE (INFORMATION)

Chairman Madaffer asked Laurie Berman from Caltrans to provide the monthly update of what was discussed by the State Route 905 strike team.

Ms. Berman reported that the Phase 1A contract was approved on February 27, 2008, and construction is expected to start in mid-April. A groundbreaking ceremony is scheduled in mid-April, and the Governor will be invited to that event. Part of that ceremony will be to emphasize all of the work going on in the border region. Right-of-way is moving forward for Phases 1a and 1b. We are also moving forward on condemnation on the remaining parcels. Phase 1b is on schedule to award a contract by December 2008, and start construction in March 2009. We did get California Transportation Commission (CTC) staff to recommend that the CTC approve \$91.6 million in TCIP funding. The CTC will make that decision at its April 9-10, 2008, meeting.

Chair Madaffer complimented Caltrans staff for their efforts on this project as they are doing a fabulous job.

REPORTS (4 THROUGH 9)

4. FY 2008 *TransNet* MAINTENANCE OF EFFORT AUDIT EXTENSION REQUESTS (APPROVE)

Renee Wasmund, Director of Finance, reported that SANDAG Board Policy No. 031 contains several rules that govern the administration of the *TransNet* program. Within that policy, Rule #17 deals with fiscal and compliance audit procedures that require all *TransNet* audits to be completed by March 31 following the end of the previous fiscal year. The FY 2007 audits for the cities of Escondido, Oceanside, and San Diego, and the County of San Diego, are still in progress. Policy No. 031 allows the agencies to submit a request for an extension

to April 30 to be considered by the Transportation Committee, including an explanation of the situation and specific timelines for completion of the audits.

Councilmember Ed Gallo (North County Transit District [NCTD]) asked why these cities need an extension. Ms. Wasmund said that all of these cities and the County have been cooperative with their audits and they almost complete, but we didn't want to take a chance to go past the deadline. She expressed confidence that these audits will be completed by April 30, 2008.

Action: Upon a motion by First Vice Chair Lori Holt Pfeiler (North County Inland) and a second by Councilmember Gallo, the Transportation Committee approved *TransNet* audit extension requests for the Cities of Escondido, Oceanside, and San Diego, and the County of San Diego through April 30, 2008. This action would allow these cities and the County to continue to receive *TransNet* funds up until the extension date. If the audit is not completed by the approved extension date, these cities would not receive any additional *TransNet* funds until the audit is completed or the Transportation Committee approves another extension.

5. TRANSPORTATION DEVELOPMENT ACT (TDA) REVISION TO FY 2008 ALLOCATIONS (APPROVE)

Sookyung Kim, Financial Programming Manager, stated that the SANDAG Board approved a reduction of the FY 2008 TDA apportionment. As a result, MTS, NCTD, and SANDAG claims, which were submitted based on the original apportionment, must be revised to reflect this reduction.

Action: Upon a motion by Councilmember Phil Monroe (South County) and a second by First Vice Chair Pfeiler, the Transportation Committee approved Resolution Nos. 2008-17, 2008-18, 2008-19, and 2008-20, revising the TDA claims, and directed staff to transmit the appropriate instructions to the County Auditor's office.

6. CAPITAL IMPROVEMENT PROGRAM BUDGET TRANSFERS AND ENVIRONMENTAL CLEARANCE (RECOMMEND)

John Haggerty, Principal Engineer, reported MTS is requesting SANDAG transfer \$2.3 million from the East County Bus Maintenance Facility (BMF) CNG (compressed natural gas) project to the South Bay Maintenance Facility to fund acquisition of right-of-way to accommodate current operations. This transfer does not adversely impact the East County BMF project because MTS has slowed its CNG expansion while it studies alternative fueling scenarios for this site. Funds for expanding the East County BMF will be included in future fiscal year budgets. The environmental consultants have concluded that there are no new significant environmental impacts as a result of the modifications to the South Bay BMF Expansion project. The MTS Board recommends approval of this action.

Councilmember Monroe said that he was back in Washington, D.C., last week and met with Congressman Duncan Hunter's office. The Congressman's office agreed to increase the earmark for the East County BMF project from \$5 million to \$10 million.

Councilmember Monroe stated that he didn't realize we were taking funds from a CNG project and asked if this action will this delay that the East County BMF project. Mr. Haggerty responded that it will probably not delay it. MTS is studying alternatives for fueling activities.

Chair Madaffer noted that a letter from Helix Environmental was submitted related to this matter and was included with this item in your agenda packet.

Action: Upon a motion by Councilmember Monroe and a second by Councilmember Emery, the Transportation Committee recommended that the SANDAG Board of Directors: (1) approve a capital project budget transfer of \$2,300,000 from the East County Bus Maintenance Facility CNG Station Project (CIP 1142700) into the South Bay Maintenance Facility Project (CIP 1048500); (2) accept the Final Initial Study/Mitigated Negative Declaration (FIS/MND) and Addendum No. 1 from the Metropolitan Transit System for the South Bay Maintenance Facility Expansion Project; and (3) approve the adoption of Addendum No. 2 to the FIS/MND.

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

Jim Linthicum, Division Director of Engineering and Construction, provided a status report on the SPRINTER project including current progress, stormwater issues, and estimate at completion . He stated that the SPRINTER commenced operations on March 7, 2008. There were about 13,000 passengers on that first day. Ridership has continued to increase since that time, and should continue to increase when the Nordahl parking lot and the eastbound platform at the Escondido Station are completed.

Councilmember Gallo asked if the Regional Water Quality Control Board cares whether native or invasive species are used for erosion control. Mr. Linthicum responded that their primary objective was to prevent erosion and control sediment from flowing into streams.

Mr. Gallegos said that the RWQCB is connected to the environmental agencies and has to meet their guidelines. The challenge for this project is that it is 22 miles long and you have to protect both sides of the alignment. .

Chair Madaffer congratulated Karen King and NCTD for a successful SPRINTER opening.

Councilmember Gallo mentioned that he was on the initial vehicle that left the Escondido Station at 4:43 a.m. The SPRINTER is overwhelming successful. We have only been operating two weeks and are above the ridership projections

Councilmember Gallo stated his opinion that all of the water quality issues are an over reaction. The fines between the RWQCB and NCTD are our tax money being shifted between two public agencies.

Chair Madaffer asked if Congressman Issa has ridden the SPRINTER yet. Councilmember Gallo responded that Congressman was invited but had not yet had the opportunity.

Councilmember Emery commented that he and his wife rode SPRINTER and it was packed. He heard nothing but positive comments from riders.

Councilmember Monroe asked if these stormwater requirements are something new. Mr. Linthicum replied that they are not new requirements. The RWQCB is rolling out some more requirements. The RWQCB requires that all down slopes be sprayed for erosion prevention and if that fails, you have something at the bottom of the ditch to filter the water. What makes it a challenge is that you are always moving dirt in a construction zone.

Mr. Gallegos said that one of the challenges is that if you strictly look at the Clean Water Act, even one grain of sand is a problem. It is hard to get this across on all construction projects; not just the SPRINTER, but throughout the region it is difficult to protect all areas during the rainy season. The regulations are getting harder. There is a whole new science in how to deal with this. We are trying to get smarter as we go but it is getting harder to comply with the Clean Water Act.

Councilmember Matt Hall (North County Coastal) said that we should work on gaining a better understanding and improving our working relationship with the RWQCB. Mr. Gallegos said that one potential solution is through the "Quality of Life" initiative. Water quality is one element to consider as part of that. We need to look at all pieces, determine how to do this smarter, and have the RWQCB regulate activities rather than dealing with the entire watershed.

Councilmember Druker noted that the contractor was responsible for these water quality issues. These fines are going to be passed to the contractor. It was designed improperly so we are going to work with the design engineer to recoup some of those costs.

Councilmember Emery mentioned that no one seems to have any responsibility for cleaning secondary actions from the recent wildfire areas.

Action: This item was presented for information only.

8. 2008 CONGESTION MANAGEMENT PROGRAM UPDATE (DISCUSSION/POSSIBLE ACTION)

Heather Werdick, Senior Planner, reported that SANDAG is required by state law to prepare and regularly update a Congestion management Program (CMP) for the San Diego region. The purpose of the CMP update is to monitor the performance of the region's transportation system, develop strategies to address near-term and long-term congestion, and better integrate transportation and land use planning. Jurisdictions are responsible for the development of deficiency plans to address identified deficiencies.

Ms. Werdick stated that the last CMP update was adopted by SANDAG in 2006. The 2008 CMP update will incorporate the results of the new 2007 roadway and transit monitoring, and an analysis of Regional Transportation Plan (RTP) improvements on future roadway congestion will be included. Staff will work with the Cities/County Transportation Advisory Committee (CTAC) and others on this update. The draft 2008 CMP is scheduled to be released later this summer with a final report to be approved in the fall.

Ms. Werdick said that the recently completed update of SANDAG's 2030 RTP includes proposed projects and programs that could eliminate many of the deficiencies identified in the 2006 CMP update. Therefore, the focus of the 2008 CMP update is to provide an updated CMP roadway network Level of Service analysis based on 2007 traffic data; an updated CMP transit corridor analysis based on 2007 transit date; and an analysis of 2030 RTP improvements on the deficient segments identified in this CMP update, including any remaining deficiencies.

Councilmember Toni Atkins (City of San Diego) said she pulled up the 2006 report so she could understand why this is being required.

Chair Madaffer asked Julie Wiley, General Council, whether a legal analysis will be required to determine that using alternative means will ensure that SANDAG does not violate any state or federal requirements.

Ms. Wiley replied that at this stage staff is asking to look at the possibility of substituting these other plans and reports for the CMP requirements. When staff comes up with alternatives she will conduct an analysis to ensure that the substitution(s) will meet the CMP requirements.

Mr. Gallegos said that probably the last deficiency plan done by the city of San Diego was for the ballpark. We feel there is a lot of overlap and would like to explore ways to collapse all of these efforts so we are not doing duplicative work.

Councilmember Atkins asked what happens once we prepare this report. Mr. Gallegos responded that this is a tool used to identify areas that don't meet the level of service. Jurisdictions are responsible to address any deficiencies in their areas. SANDAG and Caltrans have been conducting deficiency plans for the major freeways.

Councilmember Atkins asked if we receive feedback from the state on these plans. Ms. Werdick replied that we do not receive feedback from the state.

Mr. Gallegos explained that the state law requires this process to instill discipline to help jurisdictions understand where there are transportation deficiencies.

Councilmember Atkins asked how we address the Attorney General's comments on greenhouse gases. Mr. Gallegos said that the Attorney General was focused on your RTP. We have also been sued by two different organizations related to this document, and have been in negotiations with them. The Attorney General's office has been involved in that process. We will come back to the Board on April 11 with a closed session to try and settle those matters.

Councilmember Atkins agreed that there should be a nexus between this update and the other documents. Mr. Gallegos said that we have analyzed greenhouse gas emission levels as part of the RTP and will develop a climate action plan to help address this. One challenge of the greenhouse gas piece is the state's implementing guidelines to comply with Assembly Bill (AB) 32. This bill would lower greenhouse gas levels to 1990 levels. At this point, we don't know the rules of the game. There are a host of bills proposed in Sacramento to implement AB 32.

Councilmember Atkins asked how the arterial segments are chosen. Ms. Werdick said that 11 CMP arterials were chosen in 1991 in the first CMP update. Basically, they were the areas where state routes and freeways were not located.

Councilmember Atkins suggested that we review that identification of arterials.

Mayor Art Madrid (East County) noted that we spend a tremendous amount of time developing these kinds of resources and then just file them. We need to work together on these issues. The data we have is 17 years old. What is the chance of updating this?

Mr. Gallegos said that this plan has been updated along the way. Ms. Werdick added that the data is updated every two years. The next update will contain 2007 data.

Mayor Madrid commented that East County is a region and each arterial affects multiple jurisdictions. He asked how do we work together, and what are the penalties and benefits? Bob Leiter, Director of Land Use and Transportation Planning, said that we can go back as part of this update, look at the RTP information, and bring back recommendations about whether additional arterials should be included. We spend a lot of time working with planning directors and public works directors to review this information so there is a lot of vetting with cities and the county to develop the updates.

Mayor Madrid stated that many residential neighborhoods are being used as pass-through areas because the arterials are heavily congested. What we hear are complaints of speeding traffic due in residential areas to congestion on arterials. We should look at this.

Mr. Gallegos said that we work in collaboration with the area's public works and planning directors, and this item is heard many times here at the Transportation Committee and at the SANDAG Board. He suggested that the next time we update this report we request a resolution from city councils to indicate that the policy makers have been involved in the discussion for your area.

Chair Madaffer agreed that part of that approval process should include an official distributed to mayors and council members, and resolution from SANDAG to those jurisdictions to notice it and have a discussion. That way, the public has a better way of understanding what is going on and to provide input back to SANDAG.

Councilmember Jerry Rindone (South County) noted that at the recent American Public Transportation Association (APTA) Legislative Conference In Washington, D.C., one session was with Senator Barbara Boxer. Her staff is working to provide technical input for development of a new federal transportation bill. The schedule is to have that prepared by October of this year and introduced in 2009. He suggested that SANDAG staff work with these transportation officials to help formulate the recommendations rather than reacting to hem

Mr. Gallegos said that we plan this summer to have one Policy Board meeting dedicated to the new federal transportation bill. He didn't think a bill would get passed until there is a new president.

Councilmember Rindone suggested that this be a joint Transportation Committee/SANDAG Board meeting. Mr. Gallegos said that we plan to hold a workshop and invite others as well.

Councilmember Monroe suggested that Coordinated Transportation be added to other issues that will be discussed at this workshop.

Councilmember Gallo expressed support for streamlining and consolidating efforts.

Action: Upon a motion by Councilmember Gallo and a second by Councilmember Hall, the Transportation Committee confirmed the approach for the 2008 CMP Update, and directed staff to evaluate alternative means of meeting the CMP requirements for future updates.

9. FY 2006/2007 CONGESTION MITIGATION AND AIR QUALITY AND REGIONAL SURFACE TRANSPORTATION PROGRAM REPORT (INFORMATION)

Jose Nuncio, Senior Engineer/Financial Programming, stated that at the September 2007 funding workshop staff presented various financial tools for the use of Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (SRTP) funds, and committed to providing a report at the end of the federal fiscal year to summarize the use of these actions and their effect on the year-end balances for these two transportation funding programs. He provided a synopsis of actions to be taken this year to advance future federal funds on high-priority regional projects.

Mr. Nuncio stated that these two funds are apportioned to the region by formula, are available for programming in the Regional Transportation Improvement Program (RTIP), and obligations can be made on eligible projects. According to state law, regions have two years to obligate apportioned funds or risk losing them. He referred to Table 1 in the agenda report and reviewed the RSTP and CMAQ year-end summaries. The combined balance at the end of the federal fiscal year 2006/2007 for both programs is a deficit of about \$2.9 million.

Mr. Nuncio said that SANDAG and Caltrans worked together to maximize our federal obligation authority. Additional obligation authority does not increase the amount of apportionment coming to the region, but provides greater flexibility to advance future apportionments as well as to fully obligate federal funds.

Mr. Nuncio stated that the region will be seeking to obligate in excess of its apportionment level by advancing future year funds for projects such as the SPRINTER operations, and to advance its own local funds to allow projects to move forward to construction and, as the federal funds become available, replace the local funds previously used. Staff will work with Caltrans Local Assistance to aggressively manage the obligation level in order to maximize our ability to receive additional obligation through the August redistribution process.

Action: This item was presented for information only.

9. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, April 4, 2008, at 9 a.m.

9. ADJOURNMENT

Chair Madaffer adjourned the meeting at 10:16 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
MARCH 21, 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	Yes
	City of La Mesa	Art Madrid	Alternate	Yes
South County	City of Coronado	Phil Monroe	Member	Yes
	City of Chula Vista	Jerry Rindone	Alternate	Yes
City of San Diego	----	Jim Madaffer (Chair)	Member	Yes
	----	Toni Atkins	Alternate	Yes
	----	Ben Hueso	Alternate	No
County of San Diego	----	Ron Roberts	Member	No
	----	Greg Cox	Alternate	No
	----	Bill Horn	Alternate	No
Metropolitan Transit System	City of Poway	Bob Emery	Member	Yes
	MTS	Harry Mathis	Alternate	No
North County Transit District		Ed Gallo	Member	Yes
		Jerome Stocks	Alternate	No
		Chris Orlando	Alternate	No
San Diego County Regional Airport Authority		Charlene Zettel	Member	No
		Jim Desmond	Alternate	Yes
		Ramona Finnila	Alternate	No
ADVISORY/LIAISON Caltrans	----	Laurie Berman	Member	Yes
	—	Bill Figge	Alternate	No
SCTCA	—	Albert Phoenix	Member	Yes
		Shane Chapparosa	Alternate	No