

TRANSPORTATION COMMITTEE

June 6, 2008

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF MAY 16, 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.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Deputy Mayor Jerry Rindone (South County) and a second by Councilmember Ed Gallo (North County Transit District [NCTD]), the Transportation Committee approved the minutes from the May 2, 2008, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair Madaffer announced several upcoming meetings: a Special Meeting of NCTD is a public hearing on fare changes on Friday, May 30, 2008, at NCTD, at 10 a.m.; on June 6 is the regularly scheduled Transportation Committee meeting, which will include a South County fare change public hearing; and all Committee members are asked to come to a joint SANDAG Board/Transportation Committee meeting with a discussion on transit funding on June 13. Then on June 20 is the regularly scheduled Transportation Committee meeting that will include the transit operators' budgets for approval. The next regularly scheduled Transportation Committee meeting is Friday July 4 and that meeting is cancelled.

Mayor Art Madrid (La Mesa) said he read about Karen King's resignation from NCTD. He suggested that the possibility of a potential merger of transit agencies should be discussed at the June 13 joint SANDAG Board/Transportation Committee meeting. He thought that we should consolidate these assets. He also suggested that the Transportation Committee recommend that the SANDAG Board form an ad hoc committee with members of the Transportation Committee and MTS and NCTD Boards to pursue a long-term strategy for consolidating the transit agencies.

Chair Madaffer agreed that this is an issue that is germane to the discussion set for that June 13 joint meeting.

Chair Madaffer congratulated Karen King for her tenure with NCTD, and wished her well.

Chair Madaffer noted that there was a request to speak under Public Comments.

Kathy Evans-Calderwood, representing the San Diego Transit Coalition Research Committee, referred to a United States Department of Transportation "Public Transportation Fare Policy Summary," dated May 1977 (copies provided), which she said addresses all the issues and does the homework for the problems and issues that the Transit Coalition have brought before you. Just because the study is old doesn't mean it is out of date. She asked that the Transportation Committee work with them to develop a fair fare policy.

Ms. Evans-Calderwood also noted that the fareboxes do not accept the new \$5 bill and thought this problem should be addressed.

Paul Jablonski, Executive Director, Metropolitan Transit System (MTS), responded that to his knowledge trolley ticket vending machines are accepting the new \$5 bills.

Jack Boda, Director of Mobility Management and Project Implementation, said staff didn't anticipate that the paper money would have different looks. Every time there is a change in the look of the money, we have to change the plates, the scanners have to be upgraded, and it costs \$5,000-\$10,000 to make those upgrades. We are in the process of correcting that problem, but it cannot be done overnight.

CHAIR'S REPORT (3)

3. STATE ROUTE 905 STATUS UPDATE (INFORMATION)

Chair Madaffer announced that at the June 27 Board meeting, Caltrans will provide a status report on the third border crossing, State Route (SR) 11, and the Presidential Permit process.

Bill Figge, Caltrans, provided a status report on SR 905, Phases 1A and 1B, from Interstate 805 (I-805) to the Otay Mesa Port of Entry. He noted that the acquisition of several right-of-way parcels is still pending on Phase 1A, and some will go to trial. We are monitoring right-of-way costs and feel that we can bring the project in. The latest property hearing is scheduled for September. On Phase 1B, we have accelerated the project schedule a little bit as we may get funding from the federal government as part of the stimulus package. The schedule for advertising is now in September, with award in December, and construction starting in March 2009. This schedule is dependent upon receiving the additional funding. We did receive Trade Corridor Improvement Fund (TCIF) funding. The next step in the process is to get a baseline agreement for the California Transportation Commission (CTC), which is required to be submitted by July.

REPORTS (4 through 10)

4. 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NO. 15 (APPROVE)

Sookyung Kim, Financial Programming Manager, reported that RTIP amendments from member agencies are presented to the Transportation Committee on a quarterly basis. The Independent Taxpayers Oversight Committee (ITOC) has reviewed these amendments, and it had no comments. A draft list of RTIP projects was released for public comment and no public comments were received. Ms. Kim stated that there was one correction; the I-5 High-Occupancy Vehicle (HOV) Managed Lanes report states the recommendation is to increase the Preliminary Engineering in order to complete environmental work, rather that should have said the increase was for right-of-way.

Action: Upon a motion by Deputy Mayor Rindone and a second by First Vice Chair Lori Holt Pfeiler (North County Inland), the Transportation Committee adopted Resolution No. 2008-26, approving Amendment No. 15 to the 2006 RTIP.

5. SANDAG/NORTH COUNTY TRANSIT DISTRICT FY 2008 CALIFORNIA TRANSIT SECURITY GRANT APPLICATION UNDER PROPOSITION 1B (RECOMMEND)

Susan Brown, Financial Manager of Programming, reported that the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created a variety of discretionary and formula programs. Transportation Committee members have been important participants in securing funding sources for the San Diego region. Another discretionary program is the Proposition 1B Grade Separation program, administered by the CTC. A Proposition 1B formula program is the Public Transportation Modernization, Improvement, and Service Enhancement Account program. NCTD has applied for funds for the SPRINTER, and MTS applied for the purchase of replacement buses. The newest Proposition 1B program is the Transit Security Grant Program. This program is managed by the State of California Office of Homeland Security (OHS) with the same formula as the State Transit Assistance (STA) funds. These monies may be used for capital projects, for increased protection, or increased capacity to move people, goods, or services in response to the aftermath of a disaster. NCTD will use its monies for high security fencing and other measures along the rail corridor. The OHS has accepted an early application submittal, subject to the receipt of approval from SANDAG.

Action: Upon a motion by Councilmember Gallo and a second by Deputy Mayor Rindone, the Transportation Committee recommended that the Board of Directors approve Resolution No. 2008-27, which authorizes the Executive Director to apply for the state transit security funds on behalf of NCTD so as to effectuate direct pass-through to the transit district.

6. PROPOSITION 1B GRADE SEPARATION FUNDING APPLICATIONS (RECOMMEND)

John Haggerty, Principal Engineer, stated that action on this item would approve four grade separation applications that will be funded through Proposition 1B. The first part of this program (\$150 million of the \$250 million) is available for projects ready to start construction by 2010. This portion requires a 50 percent local match and projects must be on the California Public Utilities Commission (CPUC) Grade Separation List. Phase 2 is for \$100 million and that funding is available for projects that are ready for construction by 2014. No match is required for this second phase, though a local match provision is included in the application criteria. We would like to submit these applications to the CTC based on the 2014 start date and proposed matches. We also are considering submitting a project for H Street in Chula Vista for a Phase 1 application if we can develop an accelerated schedule.

Mr. Haggerty stated that due to the limited amount of funding and the application deadline, staff used the Regional Grade Separation criteria developed by the Cities/County Transportation Advisory Committee (CTAC) and approved by the Transportation Committee. SANDAG criteria are for projects that achieve mobility goals for the region. He reviewed the project rating criteria. Included in the criteria is blocking delay. E and H Streets in Chula Vista both ranked high in regional priority calculations. They are included in the *TransNet* Ordinance, and that money will provide the matching funds. Taylor Street ranked first based on regional criteria and is the second busiest highway crossing in the state.

Accident history is a primary factor for this rating. The intersection situation at Sorrento Valley Boulevard is similar to that at E and H Streets. It ranks well due to high traffic volume and high blocking delay due to the nearby COASTER station; however, no matching funds have been identified for this project.

Mr. Haggerty noted that we have contacted member agencies through CTAC for a call for projects as all member agencies can submit projects as well as SANDAG.

Chair Madaffer noted that there was one request to speak

Frank Rivera, Principal Engineer for the City of Chula Vista, expressed support for the funding applications for E and H Streets.

Second Vice Chair Jerome Stocks (North County Coastal) said that the City of Encinitas strongly supports this list of projects as all have regional mobility merit. However, Encinitas requests that the Encinitas Pedestrian Crossing be added to this list. It is a relatively low-cost project. We are requesting only \$15 million for this project. He said he was not trying to eliminate any other project; however, this is a unique situation as it has a SANDAG work element. He suggested this project be added to the list as project No. 5.

Supervisor Ron Roberts (County of San Diego) observed that the rankings seem to be partially based on the number of vehicles per day crossing the tracks. Mr. Haggerty confirmed that was correct.

Supervisor Roberts asked if cars not crossing the tracks but having an impact on the intersection are counted. Mr. Haggerty responded that they are not as this information is not in the data the CTC is requesting.

Supervisor Roberts said that somehow we need take into consideration how delays at one grade crossing can impact other nearby intersections. The number of cars that are actually inconvenienced in reality is a lot larger than the number of those cars crossing the tracks. Just north of the tracks at Washington Street are freeway on- and off-ramps that are impacted. For example, traffic volumes are many times greater than the number of cars crossing the tracks. This is not recognized in our formula. This is a weak model in terms of setting priorities. We are looking at adding additional gates to Lindbergh Field. The Washington Street crossing is going to become a critical intersection for those gates. Any cars to northbound I-5 will be tracked through that intersection. In addition, the United States Marines are planning a whole new entrance to their base that will have a significant impact on that intersection. The criteria don't acknowledge any of this. The model doesn't fit the reality. He wondered why Washington Street was not included in this application. He added that the staff recommendations are valid but there are things that are missing that should be considered.

Deputy Mayor Rindone expressed support for staff's recommendation. The City of Chula Vista is appreciative of staff's work. The application for E and H Streets is critical to the current existing gridlock at these intersections that cross the heavily traveled Blue Line. He also appreciated SANDAG staff trying to make the 2010 deadline for H Street.

Mayor Madrid expressed support for the staff recommendation. He asked about an apparent difference in the number of trains in La Mesa. Mr. Haggerty responded that at one point the Green and Orange Lines trains overlap in La Mesa.

Mayor Madrid stated that there are seven streets in La Mesa that cross the trolley tracks, and several are impacted by grade crossings with the trolley. Drivers go through residential streets to avoid delays from trolley track crossings. He agreed with Supervisor Roberts' comment that other streets are impacted by delays at trolley crossings and that information should be included as part of criteria for the model.

Gary Gallegos, Executive Director, reminded everyone that the Committee adopted the criteria being used by staff. We can bring back options to try and address the concerns. In terms of this program, we are competing for statewide monies. Only about four to six grade crossings across around the state will receive funding. There also is a tremendous amount of staff work to put together these applications. We have to construct these projects on the times scheduled. A lot of work being done around the airport may not be ready by these timelines. If cities want to submit other projects, we will support you. We will be lucky to get one or two projects funded. Pedestrian bridge projects will compete poorly with rail grade crossings.

Councilmember Matt Hall (North County Coastal) thanked Mr. Gallegos for his comments. He supported Second Vice Chair Stocks with regard to the importance of pedestrian crossings. There are areas where pedestrian crossings are very important. If there is an opportunity for pedestrian crossings, we would like to compete.

Councilmember Toni Atkins (City of San Diego) said that if we are going to look at pedestrian crossings, we also should consider the Centre City Development Corporation (CCDC) pedestrian bridge. We are \$8 million short for that project. She understood Supervisor Roberts' comments and agreed that we should be aware of projects in close proximity that may have an impact. It is important to have the big picture. She appreciated SANDAG working with the City on the CCDC pedestrian bridge project.

Chair Madaffer said that he agreed with Councilmember Atkins' comments from the City of San Diego's standpoint.

Chair Madaffer agreed there are crucial decisions that will impact the work around the Lindbergh Field Airport. He would be happy to support the City of Encinitas and City of San Diego pedestrian crossing projects.

Councilmember Monroe stated that Taylor Street rises to the top due to the number of accidents. He asked what time frame this included. Mr. Haggerty responded that the accidents occurred during the last five years. Councilmember Monroe asked how many of those accidents were with Amtrak. Mr. Haggerty replied that most of them were with Amtrak.

Councilmember Monroe suggested that grade crossings may not be the only solution for that location. We have been trying to slow down the Antrak trains in that corridor. We think that trains should go through there at 25 mph. We were able to get Amtrak to decrease speeds from 60 mph to 40 mph, but that may not be enough to reduce the accident rate.

Mr. Gallegos recognized that Taylor Street is the number one project on the CPUC list, though there are no matching funds from the state, so it is not likely that project will move forward. The strategy from staff is that this project would compete with no matching funds.

Councilmember Monroe said that MTS has put together a plan that would handle that accident situation at Taylor Street. However, it has had trouble with the CPUC on this issue. He thinks there are other possible solutions and a grade crossing is not the answer. Mr. Gallegos added that we demonstrated to the CPUC that we are trying to make changes, but that has not been successful.

Supervisor Roberts said he would support the motion. He observed the absence of the Airport Authority in making a presentation about the intersections on streets adjacent to the airport.

Chair Madaffer said that this was a good discussion on the need for these grade separation projects throughout the region. The staff recommendation limits the application to four projects. He asked the maker of the motion if he was willing to include the Encinitas and/or City of San Diego/CCDC pedestrian bridge projects. He also stated that grade separations could possibly be added to a future ballot measure.

Deputy Mayor Rindone, as the maker of the motion, said his preference was to keep the staff recommendation as is. Councilmember Monroe, who seconded the motion, agreed with Deputy Mayor Rindone.

Action: Upon a motion by Deputy Mayor Rindone and a second by Councilmember Monroe, the Transportation Committee recommended that the SANDAG Board of Directors approve the preparation of funding applications for E and H Streets in Chula Vista, and Taylor Street and Sorrento Valley Boulevard in the City of San Diego as regional grade separation projects.

Motion Made: Councilmember Hall moved to add the City of Encinitas and City of San Diego/CCDC pedestrian crossing to the staff recommendation. Councilmember Charlene Zettel (San Diego Regional Airport Authority) seconded the motion.

Deputy Mayor Rindone said he thought the new motion would be in opposition to the motion just approved, and he would not support it.

Chair Madaffer agreed that adding more projects could dilute the strength of the project list. The need is great and the amount of money is very limited. The issues Supervisor Roberts raised are good ones for further discussion.

Councilmember Zettel stated that the Airport Authority is working with the City of San Diego on traffic impacts from the Washington Street grade crossing related to Lindbergh Field expansion, and with the military on the impacts of the relocated entrance.

Supervisor Roberts felt the second motion was out of order.

Councilmember Gallo asked about the next grade separation funding opportunity. Mr. Gallegos said that every two years you adopt a new STIP, and any time there are new dollars these projects can be considered. He suggested that staff work with sponsors of the two pedestrian bridge projects. He reiterated that pedestrian crossing projects are not going to compete well when you have applications for train grade separations being submitted.

Second Vice Chair Stocks pointed out that he has the support of the Encinitas City Council to add the Encinitas pedestrian crossing project to the regional list. The Council thought it would have greater clout coming from a regional body like SANDAG rather than from the City of Encinitas. Failing that, the City is fully committed to going forward and will need SANDAG's technical assistance.

Action Taken: The vote on the motion to include the City of Encinitas and City of San Diego/CCDC pedestrian bridge projects to the recommended list of grade separation projects to the CTC was 2-7; the motion did not pass (Aye votes: Second Vice Chair Stocks and Councilmember Hall; Nay votes: Supervisor Roberts, First Vice Chair Pfeiler, Councilmember Jack Dale (East County), Chair Madaffer, Councilmember Monroe, Deputy Mayor Rindone, and Councilmember Zettel.

Councilmember Gallo pointed out an error in the agenda report by clarifying that no trains cross Grand Avenue in Escondido.

7. MEMORANDUM OF UNDERSTANDING BETWEEN NORTH COUNTY TRANSIT DISTRICT AND SANDAG CONCERNING PURCHASE OF NORTH COUNTY TRANSIT DISTRICT AUCTION RATE SECURITIES (RECOMMEND)

Renée Wasmund, Finance Director, stated that NCTD has requested our assistance. Due to the disruption in the credit market NCTD is paying an interest rate higher than the market. Many municipalities are facing this same problem. There is no net cost or risk to SANDAG from this action. We would issue \$34 million of Commercial Paper, and use that cash to purchase the NCTD auction rate securities. The savings for NCTD is in the interest rate it would pay to SANDAG, which would equal the actual interest rate. It would reduce the NCTD interest rate from the 3 percent to 5.4 percent it has paid since February 2008 to a Commercial Paper rate of 1.5 percent. This would preserve the underlying NCTD insurance and swap structure it has currently in place. NCTD would pay its share of administrative, legal, and financial advisor fees. The ITOC reviewed this recommendation and had two comments. One was related to SANDAG flexibility to terminate the agreement. The response was that either party can terminate with a 90-day notice. The second concern was whether using \$34 million of the SANDAG \$100 million Commercial Paper program would have any negative impacts. The response was that there would be no negative impacts to SANDAG. The NCTD Board reviewed this action and approved the transaction and Memorandum of Understanding (MOU). Ms. Wasmund noted that Keith Curry with Public Financial Management, and Richard Hannasch, NCTD, were in attendance to answer any questions.

Chair Madaffer asked if the \$100 million was part of the \$600 million set aside. Ms. Wasmund replied that this is in addition to that amount.

Chair Madaffer said the SANDAG Board has approved similar agreements with other jurisdictions. He asked if it is possible for the Commercial Paper amount to increase more than \$100 million. Ms. Wasmund answered that we can do another offering and increase the amount of Commercial Paper.

Mayor Madrid observed that if we had a one agency in the region we could use either Commercial Paper or bonds. Ms. Wasmund responded affirmatively.

Councilmember Monroe asked how these bonds will be repaid. Ms. Wasmund said that the first payment begins in 2011 and NCTD has budgeted for it in its program. It is a first call on their revenues.

Councilmember Monroe said that MTS is struggling with its budget, and he thought NCTD had a bigger budget problem than MTS. Ms. Wasmund said that SANDAG is not a party to the NCTD bonds. It is not going to be our obligation to pay the NCTD bonds. We are doing this transaction because we can decrease the NCTD interest rates. The auction rate/security market has become unstable in recent months, but that has nothing to do with the NCTD credit rating.

Mr. Curry said the cost of NCTD debt is 3 percent. The variable rate bonds are trading much higher than NCTD budgeted for or anticipated. In a small way this transaction will reduce costs to SANDAG. It makes an effective use of that Commercial Paper resource. From a policy perspective, any dollar NCTD saves in interest is another dollar that can be used in San Diego County. This has nothing to do with North County; it is a national problem. He hoped that NCTD will go out and remarket its bonds when the market improves.

Deputy Mayor Rindone asked why this transaction would not jeopardize the financial support of SANDAG. Ms. Wasmund replied that when we issue the \$34 million of Commercial Paper and we have to pay an interest rate, the rate we pay will equal the interest rate NCTD will pay to SANDAG to hold those bonds. There are costs to carry the Commercial Paper program. NCTD will absorb a third of that since NCTD will hold a third of the Commercial Paper. Mr. Curry added that this debt is a first lien on all NCTD resources. From that perspective, you have a strong security for payment of the obligations.

Deputy Mayor Rindone asked Mr. Gallegos if he was supportive of this action. Mr. Gallegos replied affirmatively.

Councilmember Gallo thanked in advance Ms. Wasmund and the Transportation Committee for approval of this item.

Councilmember Dale asked if this action will affect cash flow for SANDAG projects. Ms. Wasmund answered that it would not have any such affect.

Action: Upon a motion by Councilmember Gallo and a second by Chair Madaffer, the Transportation Committee recommended that the Board of Directors, acting as the San Diego County Regional Transportation Commission, adopt Resolution No. RTC 2008-02, authorizing the Executive Director to enter into an MOU with the North County Transit District concerning the purchase of auction rate securities.

8. AUGUST NORTH COUNTY TRANSIT DISTRICT SERVICE CHANGES (APPROVE)

Chair Madaffer noted that there was a blue sheet on this item.

Dan Levy, Senior Planner, reported that NCTD is facing a budget shortfall of \$19 million. As a result, it has proposed to reduce or eliminate bus service, layoff administrative staff, and is requesting SANDAG to increase transit fares. He reviewed the proposed changes: discontinue 16 bus routes and all FAST services, reduce weekend service, and eliminate service on Route 386 east of the Wild Animal Park. The elimination of this segment of Route 386 is consistent with the Regional Short-Range Transit Plan. A Title VI analysis has

found that elimination of the Route 386 does impact minorities and persons with low income. NCTD concludes that the budget crisis warrants eliminating the eastern portion of that route. NCTD held a public hearing on these proposed changes on May 12, 2008. Based on comments received at this hearing, NCTD staff is recommending twice daily weekday lifeline service. This lifeline service would meet the intent of SANDAG Board Policy No. 018.

Karen King, NCTD Executive Director, noted that language from the draft consolidation planning document indicated that funding for public transit services would be preserved at historical levels and benchmarked at 2003 funding levels, and that if there were funding shortfalls there would be an orderly process for determining service reductions and lifeline service. NCTD has to make difficult decisions to balance its budget. The largest item is salary and wages, which accounts for 50 percent of its budget. In order to get any cost savings we have to eliminate salaries and wages. This recommendation to discontinue service to Ramona (Route 386) was difficult. We're continuing to struggle with this. If you apply regional criteria for performance, this is a very low-performing route. She urged the Transportation Committee in the future to define lifeline service.

Chair Madaffer thought it was a good idea to add that policy discussion to the joint meeting on June 13.

First Vice Chair Pfeiler asked if it is prudent for us to recommend the lifeline service if NCTD cannot afford to operate it.

Ms. King replied that the action is consistent with the Regional Transportation Plan (RTP), but where do you get the money to operate the service. Do you want to provide lifeline service to Ramona and cut service to somewhere else?

Mr. Levy clarified that the recommendation is to ask NCTD to consider lifeline service.

Ms. King said that NCTD considers the Transportation Committee input very seriously.

Mr. Gallegos suggested that we determine the cost to fund this service and ask users if they are willing to pay for it.

Mr. Levy stated that the one area we have an interest in is fares. MTS was faced with a similar situation. It reduced service and doubled fares. These are some options for NCTD to consider. We are asking that they consider other options.

Second Vice Chair Stocks said that the current subsidy for Route 386, east of the Wild Animal Park, is \$7.72 per passenger. We would have to raise fares significantly for passengers to pay the full cost of the fare.

Action: Upon a motion by First Vice Chair Pfeiler and a second by Councilmember Gallo, the Transportation Committee made a finding that the elimination of Route 386 and FAST service to Ramona is consistent with regional plans.

9. MEMORANDUM OF AGREEMENT BETWEEN SANDAG AND THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY FOR LONG-RANGE MULTIMODAL TRANSPORTATION PLANNING (DISCUSSION)

Linda Culp, Senior Planner, reported that Senate Bill (SB) 10 requires airport multimodal planning to be conducted and coordinated by SANDAG and the San Diego County Regional Airport Authority (Authority). The main planning provisions of SB 10 include the development of a Regional Aviation Strategic Plan (RASP), and an Airport Multimodal Accessibility Plan (AMAP). The Authority is lead for the RASP, which will identify workable strategies to improve the performance of the regional airport system. SANDAG is the lead for the AMAP, which will develop a multimodal strategy to improve surface transportation access to airports. SB 10 also requires the Authority and SANDAG to enter into an agreement on or before June 30, 2008, for the coordination of responsibilities for the adoption of, and updates to, the RASP and AMAP. The Airport Authority gave preliminary approval to an early draft of the Memorandum of Agreement (MOA) at its May 1, 2008, meeting, and Authority staff intend to ask for final approval at the Authority Board meeting on June 5, 2008.

Ted Sexton, Airport Authority, reviewed the integration of the RASP, AMAP, and RTP. He also provided an overview of the RASP, and its scope and content, as well as a timeline and expense summary (estimated cost is \$4.1 million).

Ms. Culp stated that the AMAP will build upon the RASP to identify multimodal transportation investments to improvement surface transportation access to airports in San Diego and other counties. She described the AMAP scope and content, integration with the RTP, and the joint planning schedule.

Mr. Sexton described the objectives of the MOU: it will set the collaborative strategic transportation planning process for the San Diego region; it identifies individual agency responsibilities in developing and coordinator the respective plan; it addresses joint agency responsibilities with emphasis on collaboration, timely information sharing, and plan review; and proposes a study coordination timeline. He reviewed the requested timeline proposed by the Authority.

Chair Madaffer expressed concerns that this whole concept is right for long-term studies. We are in the middle of an ad hoc process. He asked Mr. Sexton for assurances that this process doesn't get bogged down in endless consultant studies. Mr. Sexton stated that the framers of the agreement understand this is a long-term comprehensive study process that is running parallel to other very important and critical infrastructure development decisions being made in the near-term. Your adoption of a RASP is not going to be foreclosed by shorter-term studies or decisions. It is written broad enough to provide for them. Status reports will be provided on a weekly basis.

Chair Madaffer asked if there is a financial limit from a consultant standpoint. Mr. Sexton replied that there are "not to exceed" limits. We are studying the regional aviation demand study portion in concert with an aviation demand study that has been authorized for Lindbergh Field. We have folded two studies into one facilities assessment. We are going to keep the timelines for our study fairly tight. We don't want to be precipitous in going to communities without good background information.

Mr. Gallegos said that one other assurance is the legislation that requires us to finish these actions by a certain date. This will be a driver for both agencies to get things done. This action will advance the SANDAG piece so it is in alignment with the next RTP update.

Chair Madaffer expressed appreciation for all the time that the Airport Authority, SANDAG, and other stakeholders have taken to work on this problem. This is a critical effort.

Councilmember Monroe expressed some concern with paragraph 11 of the MOA.

Mayor Madrid asked how many airports around the country include transportation to regional communities. Mr. Sexton replied that there are many that claim to be regional transportation providers.

Mayor Madrid asked if we could get data from those other airports. Ms. Culp agreed that staff could provide that information.

Mayor Madrid asked if there will be a savings from combining efforts. Ms. Culp said that we have some tasks in the scope to look at other capacity and master plans. The RASP and destination Lindbergh will be using the same base data.

Councilmember Gallo asked if the Los Angeles-San Diego-San Luis Obispo (LOSSAN) is involved in this effort. Ms. Culp said that it could be if conventional rail is considered as a potential connector.

Julie Wiley, General Counsel, responded to Councilmember Monroe's question about page 11, Section F of the MOA. The Authority was adamant that this agreement include the limitations on the Authority's ability to use its funds for various studies contemplated in this agreement and included a list of acts, laws, and restrictions that apply. In negotiations, it was felt that SANDAG also should list all of its funding limitations similar to that of the Authority. This paragraph lists all of the laws that limit SANDAG funds.

Mayor Madrid asked if someone will keep minutes of the ad hoc meetings and, if so, could they be shared with the Transportation Committee. Chair Madaffer agreed we could consider having a status report to the Transportation Committee once a month on the actions of the ad hoc committee.

Mr. Gallegos said that the City of San Diego is taking the lead for developing meeting notes. We will obtain copies for distribution to the Transportation Committee.

Councilmember Gallo suggested that this information be e-mailed to Committee members.

Councilmember Dale asked if we already have aviation demand forecasts for what we will need in the future and the capacity of existing airports. He wondered if we will be spending money for studies we already have done.

Mr. Sexton stated that no air cargo study that has been done measured the air goods in the region from San Diego to domestic and international markets. This study will provide you with that data.

Councilmember Dale asked if that study will be for all of the different airports in San Diego County. Mr. Sexton replied that it will be a regional study.

Chair Madaffer said he loved the concept but cannot stand the timeline. He doesn't want this to be a "make work" project for consultants. It takes tough policy decisions. The public is tired of studying Lindbergh Field.

Supervisor Roberts expressed concern with developing short-range plans prior to making decisions on long-range plans. Mr. Sexton stated that we need to make near-time development decisions now that provide for demand experience today and for the next 5 years to 10 years without precluding the range of regional airports. It is a planning vehicle.

Chair Madaffer asked staff to come back with a timeline that meshes both near-term and long-term planning efforts.

Supervisor Roberts stated that his critique of the Airport Authority is that it continually conducts short-range planning. He thought they would be doing longer-range planning. He was surprised that all of the regional information will come in after you make those short-range decisions. The cart is before the horse here.

Bob Leiter, Director of Land Use and Transportation Planning, said that when we bring this to the Board next week we will lay out the process that is connected with the Master Plan and the timelines for the long-range plans. There is a clear connection between the work going on now and in the future. We will fold the Master Plan and the RASP into the RTP by 2011. What's being done now with Lindbergh Field is focused on that particular airport, its future function and capacity, and not at other airports in this region or that could serve this region in the future.

Supervisor Roberts said that it seems like decisions are being made for Lindbergh Field that do not take into consideration a regional component. Mr. Leiter said that state law requires us to conduct a study for the region. The effort could be compressed and shortened.

Chair Madaffer asked if we can comply with SB 10 and fold that work into the efforts of the ad hoc committee. Ms. Wiley said it is possible under SB 10 to use a shorter timeline.

Mr. Gallegos suggested that staff sit down with the Authority and ask what it would take to compress the RASP to match the work of the ad hoc group. It is a good idea to know our regional capacity.

Councilmember Dale stated that if we have the ability to move cargo with a company such as Jim's Air, but we don't know that yet, how is that studied? Mr. Sexton answered that scenarios will be presented for consideration which will be facility driven.

Mayor Madrid suggested that staff consider themselves as policy makers and view issues as decision makers from a policy standpoint. Timelines have to be shortened and the scope broadened.

Chair Madaffer noted that this MOA will go to the Board on May 23 for discussion only.

Action: This item was presented for information only.

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

Jim Linthicum, Director of Engineering and Construction, provided a status report on the SPRINTER project indicating current progress. He noted that the Regional Water Quality Board conducted an inspection since this agenda report was published and found the project in compliance.

Mr. Linthicum stated that the estimate at completion is \$479.3 million, which is \$14.8 million less than the project budget of \$484.1 million. A contractor claim was submitted and there is still a backlog of 178 change orders. There is a group of staff dedicated to resolving these issues. The delay in opening the line could result in an additional delay claim from the contractor.

Councilmember Monroe asked about the timing of the average ridership. Mr. Linthicum said the number was calculated from opening day.

Councilmember Monroe asked if the average is by week. Ms. King responded that it is an open system, and SANDAG, in conjunction with others, counts the ridership in a 10-day period throughout the span of service. This then is amalgamated into a single day's ridership.

Mayor Dave Druker (Del Mar) said that we could provide more data from the ons and offs in an enhanced report. Ms. King stated that during the first month of operations there were daily counts but that daily count system has been suspended.

Action: This item was presented for information only.

11. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled with a special meeting on May 30. That will be followed with a regularly scheduled meeting June 6, a joint meeting with the SANDAG Board on June 13, and a regularly scheduled meeting on June 20.

12. ADJOURNMENT

Chair Madaffer adjourned the meeting at 11:22 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
MAY 16, 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	Yes
	----	Greg Cox	Alternate	No
	----	Bill Horn	Alternate	No
Metropolitan Transit System	City of Poway	Bob Emery	Member	No
	MTS	Harry Mathis	Alternate	No
	City of Chula Vista	Jerry Rindone	Temp Alternate	Yes
North County Transit District		Ed Gallo	Member	Yes
		Jerome Stocks	Alternate	Yes
		Dave Druker	Alternate	No
San Diego County Regional Airport Authority		Charlene Zettel	Member	Yes
		Jim Desmond	Alternate	No
		Ramona Finnilla	Alternate	No
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes
	---	Bill Figge	Alternate	Yes
SCTCA	---	Albert Phoenix	Member	Yes
		Shane Chapparosa	Alternate	No