

# TRANSPORTATION COMMITTEE

August 1, 2008

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF JULY 18, 2008

The meeting of the Transportation Committee was called to order by Chair Jim Madaffer (City of San Diego) at 9:06 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 Mayor Lori Holt Pfeiler (North County Inland), the Transportation Committee approved the minutes from the Joint SANDAG Board of Directors/Transportation Committee meeting on June 13, 2008, and the regular Transportation Committee meeting on June 20, 2008.

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

Lorraine Leighton, a member of the public, commented that Security was enforcing the use of the restrooms at the downtown Amtrak station for Amtrak customer use only. She asked that trolley, COASTER, and other transit passengers be allowed to use the restrooms.

Don Stillwell, a member of the public, submitted written comments and spoke regarding the schedules of the bus and trolley service for Mission Valley, Grantville, and Allied Gardens.

Chair Madaffer stated that the committee had been provided with a copy of the response letter that MTS sent to him regarding MTS bus route 14. He stated that he would add this item to a future agenda if the committee members decide to do so, and asked Paul Jablonski, MTS Executive Director, to respond to Mr. Stillwell's comments and briefly summarize the response letter.

Mr. Jablonski stated that staff has reviewed Mr. Stillwell's request and responded to all his concerns in the letter which he briefly summarized for the committee. He stated that there are three major concerns addressed: ridership in Mission Valley, Grantville service, and the connections/transfers between the trolley and Route 14. Several routes are affected by the recent changes due to the Comprehensive Operational Analysis (COA) and bus route #14 was one of them. He stated that it is virtually impossible to schedule a route that meets every connection, for example Route 14 stops at 7 different rail stations and intersects 20 different routes.

Mr. Jablonski commented that MTS concentrates service for this area at Old Town, which is the largest passenger transfer area for this line. He stated that by adjusting the route at Fashion Valley by 10 minutes, 40 percent of the Old Town routes would be negatively affected. Mr. Jablonski stated that Mr. Stillwell's comments today were regarding the Rio Vista station and if MTS adjusts that route by 15 minutes as Mr. Stillwell proposed, the Fashion Valley service would be delayed by 15 minutes. MTS attempts to keep the timing of transfers at over 3-4 minutes and under 15 minutes. Mr. Jablonski reviewed several different possible connections for service in the Grantville and Fashion Valley areas. He stated that with the current budget situation, MTS attempts to provide the best possible service to the public at the best possible cost. Mr. Jablonski stated that transportation service in Mission Valley has actually been increased with the addition of the Mission Valley East green line, which carries 20,000 passengers daily.

Deputy Mayor Jerry Rindone (South County) encouraged the committee members to read the response letter. He stated that MTS has always attempted to provide the best possible service and they would also respond in writing to Mr. Stillwell's written comments from today's meeting. He stated that he did not support placing the item on a future agenda.

Chair Pro Tem Emery stated that he did not support placing the item on a future Transportation Committee agenda. He stated that MTS has always responded to Mr. Stillwell's comments and that this is an operational issue for MTS.

Chuck Lungerhausen, a member of the public submitted written comments which he read into the record regarding his use of and the increasing cost of public transportation. He commented that using sales tax revenue to fund public transportation is not the solution and suggested using property tax or other types of similar funds would be a more stable funding source.

Chair Madaffer stated that the committee members were provided two e-mail communications from Ms. Cynthia Spencer.

Mr. Jablonski stated that ridership of public transit has increased significantly over the past two weeks; in downtown ridership is up 13 percent, which equates to over 100,000 passengers recorded last week alone.

### **CONSENT ITEM**

#### **3. SPRINTER PROJECT STATUS REPORT AND SANDAG INDEPENDENT ASSESSMENT (INFORMATION)**

This item provided a monthly status report on the SPRINTER rail project, including discussion of implementation and effectiveness of project cost control measures. The report summarized recent progress on the project.

Action: Upon a motion by Deputy Mayor Rindone and a second by Chair Pro Tem Emery, the Transportation Committee approved Consent Item 3.

## CHAIR'S REPORTS

### 4. STATE ROUTE 905 STATUS UPDATE (INFORMATION)

Chair Madaffer introduced the item and stated that today and for future agendas, the Chair's report would also include status reports on SR 11 as well.

Pedro Orso Delgado, Caltrans District Director provided a brief update of discussion by the SR 905 Strike Team on the status of SR 905. Mr. Orso Delgado stated that SR 905 project is moving forward. The project plans have been developed for Phase1B, which runs from Britannia Blvd. to east of I-805, and have been submitted for approval. The project will be advertised in November 2008 with the bid opening planned for January 2009, and the award of the contract in February 2009. Construction is scheduled for May 2009.

Mr. Delgado stated that the SR 11 project is in the environmental stage and will also be completed in two phases or tiers. The final environmental document for the first phase/tier will be released for public review in August 2008 and Caltrans expects the approval of the presidential permit in September 2008. Mr. Delgado requested that Gary Gallegos, Executive Director brief on the status of the legislation for the SR 11 toll road.

Mr. Gallegos stated that the legislative bill for tolling the SR 11 is currently in suspense and is expected to be moved off suspense and to the assembly floor in August. We expect it to be to the Governor for signature in shortly thereafter. We expect the Governor's approval and the bill signed this legislative cycle.

Action: This item was presented for information only.

## REPORTS

### 5. MEMORANDUM OF UNDERSTANDING BETWEEN SANDAG AND CITY OF LA MESA REGARDING *TransNet* COMMERCIAL PAPER PROGRAM (RECOMMEND)

Sookyung Kim, Financial Programming Manager, introduced the item and stated that this project is included in the Draft Final 2008 Regional Transportation Improvement Program. At its meeting on June 10, 2008, the La Mesa Council approved the request to borrow against its annual *TransNet* revenue for *TransNet* related projects. Additionally, the Independent Taxpayer Oversight Committee (ITOC), the independent citizen oversight committee that reviews *TransNet*-funded projects, reviewed this request at its Wednesday meeting and had no significant comments and recommended approval.

Dann Marquardt, Associate Engineer, City of La Mesa presented the item. He stated that during the first *TransNet*, the city borrowed funds for improvements to the Fletcher Parkway Corridor and is looking forward to borrowing these funds.

The La Mesa City Council has authorized borrowing of \$2.5 million based on the *TransNet* revenue projections provided by SANDAG to make improvements to the collector streets in La Mesa. Participation at this level will allow a significant amount of street improvements to occur now, while continuing the other projects that utilize *TransNet* funds including: traffic signal upgrades, sidewalk repairs, curb ramp installations, roadway drainage repairs, and traffic calming, and installing new street lights in underground utility districts.

Action: Upon a motion by Deputy Mayor Rindone and a second by Mayor Pfeiler, the Transportation Committee recommended that the SANDAG Board of Directors approve the use of the *TransNet* Commercial Paper program for the City of La Mesa and authorized the Executive Director to execute the Memorandum of Understanding in substantially the same form as attached to the report.

6. STATE ROUTE 52 CORRIDOR UPDATE AND PROPOSED SCOPE INCREASE (APPROVE)

Richard Chavez, Principal Engineer, introduced the item and introduced Joel Haven, Corridor Project Director who presented the item. Mr. Haven provided an overview of the current status of the SR 52 Corridor projects. Construction has begun on the extension of SR 52 from SR 125 to SR 67 in the City of Santee. Construction of the Operational Improvements project continues between Interstate 15 (I-15) and Mast Boulevard. Favorable bid prices have resulted in an expected cost savings for all planned SR 52 corridor improvements. Caltrans and SANDAG staffs are recommending the savings to be used to evaluate the expansion of the scope of the Operational Improvements project to include the SR 52 widening between Mast Boulevard and SR 125.

The SR 52 projects cover a 10-mile corridor that stretches from I-15 in San Diego to SR 67 in Santee. The projects authorized by the Board of Directors in January 2005 include operational improvements between I-15 and Mast Boulevard, extending SR 52 from SR 125 to SR 67, and constructing high occupancy vehicle (HOV)/Managed Lanes between I-15 and SR 125.

Mr. Haven reviewed the status of the SR 52 Corridor between I-15 and Mast Boulevard, which experiences congestion during both the morning and evening commute periods. SR 52 has two through lanes in each direction and a third lane for truck-climbing purposes in the steep uphill stretches. A new westbound lane was partially completed in August 2007. Construction began in April 2008 to complete the new westbound lane and construct a new eastbound lane. Construction is on schedule for completion in June 2009.

The SR 52 Extension project completes the final three-mile section of the SR 52 freeway between SR 125 and SR 67. Two general-purpose lanes will be constructed in each direction. In addition, an auxiliary lane will be provided in each direction between interchanges. Local interchanges will be constructed at Fanita Drive, Cuyamaca Street, and Magnolia Avenue. Construction will be completed in three major phases. The first phase will construct SR 52 between SR 125 and Cuyamaca Street. This phase began in January 2008. The second phase will build the new SR 52 interchange with SR 67. This phase began in June 2008. The third phase is scheduled to begin construction in late 2008, completing SR 52 between Cuyamaca Street and SR 67.

Mr. Haven reviewed the current status of the HOV/Managed Lanes project and stated that it will provide HOV/Managed Lanes in the median of SR 52 between I-15 and SR 125. On April 27, 2007, the Board elected to move funding from the HOV/Managed Lanes project to fund cost increases on the SR 52 Extension project. Staff has brought planning and engineering studies on the HOV/Managed Lanes project to a logical stopping point and is no longer working on this project. Work will resume once future funding is identified. The cost estimate for this project is \$236 million. Cost savings from the Operational Improvements and SR 52 Extension projects totals \$102 million, not enough to fully fund

this project. Using cost savings funding to resume work on the HOV/Managed Lanes project is not recommended at this time as there is insufficient savings to cover the construction cost of the HOV/Managed Lanes.

Mr. Haven reviewed the details of the SR 52 Inside Widening project. Once SR 52 is connected to SR 67, traffic on SR 52 will increase. Future year traffic analysis indicates that without the construction of the HOV/Managed Lanes congestion will form on SR 52 between Mast Boulevard and SR 125. Staff recommends that preliminary engineering be started to prepare a cost estimate and investigate design options to correct this future bottleneck. This project would involve widening the existing bridges over Mast Boulevard and over the San Diego River. This is a complex project due to the current construction of the bridge. This work would have been included in the HOV/Managed Lanes project. Design and construction of this more limited scope of work would be performed to be fully compatible with the ultimate HOV/Managed Lanes project. Planning level cost estimates put the cost of this project at \$65 to \$80 million. Staff estimates the cost of the preliminary engineering at \$500,000. Preliminary engineering costs could be lower depending upon the complexity of the engineering effort involved. Staff would present the cost estimate and preliminary engineering to the Transportation Committee in October-November 2008 and a review of the entire Corridor and how this project would be incorporated.

Mr. Haven reviewed the Corridor budget and current estimated savings from the Corridor. The SR 52 Extension projects are on schedule and will open to traffic in December 2010. The total cost of the project is estimated to be \$519,487,000. The budget is \$599,500,000 leaving an estimated savings of \$80,013,000. The total cost of the operational improvements is estimated at \$39,645,000. The budget is \$62,369,000 leaving an estimated savings of \$22,724,000.

Action: Upon a motion by Chair Pro Tem Emery and a second by Deputy Mayor Rindone, the Transportation Committee approved expansion of the scope of the Operational Improvements project and authorized up to \$500,000 to prepare a cost estimate and conduct preliminary engineering for SR 52 widening between Mast Boulevard and SR 125. Operational Improvements project savings would be used for this cost.

7. PUBLIC HEARING: DRAFT FINAL 2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RECOMMEND)

Chair Madaffer opened the public hearing and introduced Ms. Kim who presented the item.

SANDAG, as the metropolitan planning agency for the San Diego region, is required to update the Regional Transportation Improvement Program (RTIP). The 2008 RTIP is a multi-billion dollar program of major highway, transit, bicycle, and local transportation projects in the San Diego region, including the *TransNet* Program of Projects (POP). The Transportation Committee released the draft 2008 RTIP and its conformity determination including the conformity re-determination of the *2030 RTP: Pathways for the Future* at its June 20, 2008, meeting and set a public hearing date for July 18, 2008. SANDAG has not received any significant comments. Staff has received requests for minor changes and clarification for certain projects. The changes based on these requests were incorporated into the document.

As required by federal regulations, SANDAG conducted an air quality conformity analysis of all regionally significant capacity increasing projects in the 2008 RTIP. SANDAG also

conducted an air quality conformity re-determination for the 2030 RTP. The analysis demonstrates that the 2008 RTIP and 2030 RTP meet the air quality conformity requirements.

Notices of availability of the Draft 2008 RTIP document, including its air quality conformity analysis and the air quality re-determination of the 2030 RTP, were sent to all interested parties including the various SANDAG working groups and committees. In addition, the draft report has been available on the SANDAG Web site since June 20, 2008. A notice for the July 18, 2008, public hearing was published in several newspapers of general circulation including non-English speaking newspapers. Any significant comments received during the public hearing will be incorporated into the 2008 RTIP.

Ms. Kim stated that at the June 11, 2008, meeting and again at the July 16, 2008, meeting, the ITOC received the draft 2008 RTIP focusing its review on the *TransNet* POP including compliance with the Ordinance and requirements of Board Policy No. 031, "*TransNet* Ordinance and Expenditure Plan Rules." Based on comments made by the members, the project list provides the congestion relief (CR) or maintenance (Maint) designations for each local project funded with *TransNet*-LSI.

Federal regulations require the RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the *TransNet* program; and (4) the planning and programming documents of the local transportation providers. The projects contained within the Draft Final 2008 RTIP have sufficient revenues to carry out the programmed projects.

M.A. Mareck, representing Traffic Relief is Possible (TRIP) stated that there was to be a formal statement of intention to hold discussions regarding establishing a regional development impact fee and that statement would be included in the RTIP. After reviewing the draft RTIP, TRIP could not find a formal statement in the document.

Pam Stahl, TRIP stated that the Draft Final RTIP, revenue constrained document and has a significant funding shortfall, TRIP would like to call for the implementation of substantial and adequate regional development impact fees.

Mr. Gallegos stated that in the Overall Work Program, SANDAG is studying how to implement fair share development impact fees region wide. Depending on the results of that study, and based on actions by the Board of Directors, future RTPs and other planning studies would be impacted. Staff has invited TRIP to be a part of that study.

Councilmember Matt Hall, (North County Coastal) referred to the description of project CAL71 and stated that Elm Street is now Carlsbad Village Drive and Mr. Orso Delgado stated that he would research that and correct the description.

Mr. Gallegos suggested adopting the RTIP with condition of that correction

Action: Upon a motion by Mayor Pfeiler and a second by Councilmember Hall, the Transportation: (1) held a public hearing for the 2008 RTIP including its Air Quality Conformity Analysis and the Air Quality re-determination of the 2030 Revenue Constrained Regional Transportation Plan: Pathways for the Future (2030 RTP); (2) directed staff to finalize the 2008 RTIP, including any significant public comments received during the public hearing; and (3) recommended that the Board of Directors approve Resolution No. 2009-01 adopting the 2008 RTIP, including its Air Quality Conformity Analysis and the Air Quality re-determination of the 2030 RTP with a corrected description of project CAL71.

9. A. INTERSTATE 15 CORRIDOR UPDATE (INFORMATION)

Gustavo Dallarda, Caltrans Corridor Project Director, presented the item. Caltrans and SANDAG are jointly developing the I-15 Managed Lanes/Bus Rapid Transit (I-15 ML/BRT) project included in the TransNet Early Action Program (EAP) authorized by the SANDAG Board of Directors in January 2005.

The I-15 ML/BRT project covers a 35-mile corridor that stretches from downtown San Diego to SR 78 in Escondido. The project includes BRT service, 20 miles of managed lanes, and the expansion of the FasTrak<sup>®</sup> electronic toll collection system. Work to design and construct the new expanded FasTrak system began in October 2007. The FasTrak system will be deployed in phases that will coincide with the opening of the Middle, North, and South Segments. Caltrans, SANDAG, and TransCore are working together to ensure that the field elements being constructed as part of the ML/BRT project will be compatible with the TransCore system.

Mr. Dallarda stated that the four managed lanes are being constructed in the median of I-15 between SR 163 and SR 78. The Middle Segment stretches from SR 56 to Centre City Parkway and its construction is scheduled to be completed this winter. The South Segment, from SR 163 to SR 56, and North Segment, from Centre City Parkway to SR 78 is also under construction.

The eight mile Middle Segment extends from SR 56 to Centre City Parkway. Four new managed lanes are being constructed in the median of I-15. A moveable barrier will allow the lanes to be configured in accordance with traffic demands. Three new Direct Access Ramps (DARs) interchanges will provide direct access to the managed lanes.

Significant construction progress has been made on this segment since the beginning of construction in December 2003. Four and one-half miles of the managed lanes between SR 56 and Rancho Bernardo Road, including the Sabre Springs/Peñasquitos DAR interchange, are scheduled to be open to traffic in late summer. The new facility will include the use of "pop-up" delineators, in-pavement lights, Express Lane signage, and movable barrier to safely transition traffic from the existing reversible Express Lanes south of SR 56 to the new Managed Lanes north of SR 56. The remaining 3.5 miles of the Middle Segment managed lanes between Rancho Bernardo Road and Centre City Parkway, including the Rancho Bernardo DAR, are scheduled to be open to traffic this winter. The current approved budget for the Managed Lanes – Middle Segment is \$430 million.

Mr. Dallarda reviewed the direct access ramp and described how it will operate. He provided examples of the types of signage and message boards that will be utilized for the express lanes. When the initial 4.5 miles of the Middle Segment is opened to traffic this summer,

portions of the software and infrastructure elements needed to deploy the selected pricing strategy (Option B-2 - Skewed Per Mile Rate with Minimum Tolls) will not be available. To accommodate the opening of this portion of the Middle Segment, staff recommends the implementation of an interim fixed tolling strategy. It is recommended that an interim fixed toll of \$0.50 per trip be implemented on the new 4.5 mile Segment to open the facility and allow the FasTrak commuters to become familiar with the operations, and the look and feel of the new facility. This recommended fixed toll is consistent with the minimum toll currently approved for use by the Board on the existing I-15 Express Lanes facility between SR 163 and SR 56, which allows single occupant vehicles to use the facility. In addition, the use of an introductory toll such as the recommended interim fixed toll is consistent with marketing strategies used while opening other facilities such as the South Bay Expressway. The existing eight-mile I-15 Express Lanes facility between SR 163 and SR 56 will continue to use the existing dynamic tolling strategy currently in use until the new FasTrak system is available.

The North Segment includes the construction of four managed lanes, two in each direction with a fixed barrier in between. The segment also includes operational improvements and a DAR interchange at Hale Avenue. The segment stretches four miles between Centre City Parkway and SR 78. The North Segment includes two roadway construction units and two landscaping projects. Unit 1 is from Centre City Parkway to just north of Ninth Avenue, and Unit 2 extends from Ninth Avenue to SR 78. A storage and maintenance facility will be built on the northwest corner of Del Lago Boulevard and I-15 for the movable barrier transfer machines. Advertisement for Unit 1 is planned for July 2008 with a bid opening in September 2008. Bids for Unit 2 were opened on June 19, 2008. The apparent low bidder was Atkinson Contractors LP, and its bid was approximately 3 percent (\$ 1.4 million) below the engineer's estimate. On June 2, 2008, the contract for the Barrier Transfer Machine Facility proposed at the North County Fair Overcrossing was advertised with a bid opening planned for late July. The North Segment is planned to be open to traffic by the end of 2011. The current approved budget for the Managed Lanes – North Segment is \$249 million.

The South Segment includes the construction of four managed lanes, two in each direction with moveable barrier in between, on the stretch of I-15 between SR 163 and SR 56. It is comprised of three roadway units and three follow-up landscape projects. Unit 1 is from SR 52 to Carroll Canyon Road, Unit 2 is from Miramar Road/Pomerado Road to Mira Mesa Boulevard, and Unit 3 is from Mira Mesa Boulevard to SR 56. An additional project will build the Mira Mesa/Scripps Ranch DAR interchange. Bids for Unit 1 were opened on May 1, 2008. The low bidder was Flatiron Construction Corporation and the low bid was 28 percent (\$19.2 million) below the engineer's estimate. Unit 2 advertised on April 14, 2008, and bids are planned to be opened in July 2008. Work to construct Unit 3 began in March 2008. As previously reported the low bid for this contract was 9 percent (\$6.7 million) below the engineer's estimate.

Environmental studies for the Mira Mesa/Scripps Ranch DAR interchange are scheduled to be completed in early 2009. The interchange cost and schedule will be updated when the scope is defined in the final environmental document.

The South Segment is planned to be open to traffic by winter of 2012. The current approved budget for the Managed Lanes – South Segment is \$467 million. A majority of the funding for the South Segment consists of Proposition 1B Corridor Improvement Mobility Account (CMIA) funds and in accordance with the program guidelines can only be used for I-15

improvements. Staff will account for potential savings from the I-15 projects and present options for use within the I-15 corridor in the fall.

Mr. Dallarda briefed on the status of the I-15 BRT implementation, which is divided into three work segments. The BRT - North Segment is a 20-mile corridor between SR 163 and SR 78 and includes the construction of five BRT stations: Escondido, Del Lago, Rancho Bernardo, Sabre Springs/Peñasquitos, and Mira Mesa. Each station will include park-and-ride facilities and bus staging areas. The BRT - South Segment includes BRT stations at University Avenue and El Cajon Boulevard in the Mid-City community of San Diego and development of downtown San Diego stations that support both I-15 and I-805 BRT operations. The third work segment includes the procurement of BRT vehicles. BRT service is planned for initial operation in 2012.

The Rancho Bernardo and Sabre Springs/Peñasquitos stations will be constructed in phases. The interim stations will open with surface parking in 2008. Existing commuter express bus service will use these stations until BRT operations begin in 2012. The interim Sabre Springs/Peñasquitos station will be completed this summer. Construction of the Rancho Bernardo and Del Lago stations will be completed this winter. The final design for the stations includes parking structures. These parking structures are scheduled to be finished by 2012, and remain unfunded. Staff is pursuing public-private partnerships and smart parking opportunities to fully or partially fund these structures.

The Mira Mesa Transit Center includes the development of a two-acre bus transit center within the Miramar College campus. SANDAG, Caltrans, and the San Diego Community College District are working on an agreement to address right-of-way and operational issues. This station is scheduled to be completed by 2011.

Additionally, the BRT - South Segment includes the construction of stations at El Cajon Boulevard and University Avenue in the Mid-City community of the City of San Diego. The BRT - South Segment also includes the development of downtown stations that support I-15 and I-805 BRT operations. Design concepts for the El Cajon Boulevard and University Avenue stations are being developed by an ad hoc group formed of community representatives with input from SANDAG, Caltrans, the City of San Diego, and the Metropolitan Transit System (MTS). A range of feasible alternatives will be analyzed and carried forward to the environmental phase. MTS and SANDAG will begin the BRT vehicle selection and procurement process in 2009 with delivery and start-up scheduled for 2012.

Action: This item was presented for information only.

B. INTERSTATE 15 CORRIDOR: FASTRAK UPDATE (RECOMMEND)

In January 2002, the SANDAG Board of Directors approved Option B-2 (Skewed Per Mile Rate with Minimum Tolls) that maximizes the ability to manage the demand as the preferred pricing strategy for the I-15 Managed Lanes. In October 2006, SANDAG issued a request for proposals to design, construct, operate, and maintain the new FasTrak system. In October 2007, SANDAG contracted and issued a Limited Notice to Proceed to TransCore to develop the design and construct the new FasTrak system. The system is contracted to be deployed in phases that coincide with the opening of the Middle, North, and South Segments of the new I-15 ML/BRT project. The delivery of the new system associated with the eight miles of the I-15 Middle Segment Managed Lanes was scheduled for October 2008.

In spring of this year, it was determined that the first 4.5 miles of the Middle Segment could be made available to the public as early as summer 2008, several months ahead of the delivery of the new FasTrak system. In an effort to assure that the new facility could be made available to FasTrak commuters, staff redirected the contractor's efforts to work on an interim tolling solution that could be implemented in conjunction with the opening of this portion of the Middle Segment.

This winter, the selected pricing strategy (Option B-2 - Skewed Per Mile Rate with Minimum Tolls) approved by the Board will be implemented and coordinated with the opening of the remaining 3.5 miles of the Middle Segment. Staff will work with Caltrans to transition the proposed interim fixed tolling to the Option B-2 (Skewed Per Mile Rate with Minimum Tolls) in an efficient and safe manner.

Action: Upon a motion by Chair Pro Tem Emery and a second by Deputy Mayor Rindone, the Transportation Committee recommended that the SANDAG Board of Directors approve the use of an interim tolling strategy that consists of a fixed toll of \$0.50 per trip for the new portion of the I-15 Middle Segment from State Route 56 to Rancho Bernardo Road scheduled to open in late summer 2008.

Mayor Jim Desmond, (San Diego County Regional Airport Authority [SDCRAA]) asked whether the sign technology would allow for inclusion how much time is saved by using the express toll lanes instead of time of travel.

Mr. Gallegos responded that the intent of the signage is to provide motorists with an estimate of time to reach a destination.

Discussion ensued regarding the signage and use of the express toll lanes.

Charlene Zettel, (SDCRAA) expressed her appreciation to Mr. Gallegos and commended him for his vision and leadership in bringing this project to fruition.

C. I-15 CORRIDOR MANAGED LANES OPERATIONS: STATE ROUTE 78 – NORDAHL ROAD BRIDGE REPLACEMENT (APPROVE)

The Cities of Escondido and San Marcos have funds available to widen the Nordahl Road Bridge over SR 78. This widening project is needed to support traffic from an adjacent new hospital under construction in the City of Escondido. Caltrans is also studying the operational improvements of connector ramps to and from SR 78 and I-15. Staff has been

asked by San Marcos, Escondido, and Caltrans to be a partner to help develop a more comprehensive solution. From a planning and engineering perspective, it would be more cost effective to replace the Nordahl Road Bridge in lieu of widening. A bridge replacement strategy avoids throw away work associated with widening the existing structure and would allow for the future widening of SR 78 improving access to and from I-15. Bridge replacement would also fix an existing minimum-height clearance problem. Periodically, the bridge is struck by over-height vehicles on SR 78 and is a safety concern to motorists.

Bridge replacement is preliminarily estimated to cost \$32 million. The current budget for widening the structure, provided by the Cities of Escondido and San Marcos, is \$10 million, resulting in a \$22 million shortfall. Bids for I-15 Managed Lanes construction have been favorable resulting in an anticipated overall savings. Bids for the last remaining Managed Lanes construction will be received and evaluated in October 2008. At that time, the estimated savings within the I-15 corridor will be better known. Staff would work with the City of Escondido, the City of San Marcos, and Caltrans to refine the Nordahl Road bridge replacement project cost estimate using the City funds for the preliminary engineering. A refined proposal to replace the Nordahl Road Bridge and improve access to and from I-15 should be available for discussion this winter.

Ms. Zettel expressed her support of the action.

Action: Upon a motion by Mayor Pfeiler and a second by Supervisor Ron Roberts (County of San Diego), the Transportation Committee authorized staff to work with the City of Escondido, the City of San Marcos, and Caltrans to develop a strategy to replace the Nordahl Road Bridge over SR 78 and improve access to and from the I-15 ML/BRT.

8. TRAFFIC LIGHT SYNCHRONIZATION PROGRAM FY 2009 BUDGET AMENDMENT (RECOMMEND)

Alex Estrella, Senior Transportation Planner, presented the item and stated that as part of the infrastructure bonds (Proposition 1B) approved by the voters in November 2006, a \$250 million program was created to fund regional projects for traffic light synchronization improvements. Through a competitive statewide program, SANDAG was awarded approximately \$5.8 million in funds for five regional projects.

SANDAG worked with the City of San Diego, the City of Poway and the Centre City Development Corporation (CCDC) in order to receive local matching funds and to develop a comprehensive program for improving traffic signal coordination in downtown San Diego.

In February 2008, the California Transportation Commission (CTC) adopted the TLSP Guidelines which included project proposal submittal requirements, project nomination and project application evaluation criteria, and TLSP programming and allocation schedule. The adopted criteria by the CTC focused on four benefit emphasis areas; measuring the effectiveness of the proposed projects, project delivery, benefits and degree of reduced air quality emissions, and level of matching contribution. In May 2008, CTC and Caltrans Headquarters staff released all TLSP project funding request submittals and the recommended TLSP project nominations based on the TLSP criteria adopted by the CTC. Overall, CTC and Caltrans Headquarters staff received 117 project applications from various agencies throughout the state requesting approximately \$189 million to be funded; of the total project submittals, only 62 projects totaling approximately \$98 million were

recommended and approved for funding by CTC during its May 28, 2008, meeting. Five SANDAG submitted projects were included in the approvals.

SANDAG, in partnership with MTS, North County Transit District (NCTD), the County, Cities of San Diego, Encinitas, Carlsbad, Oceanside, Escondido, Poway, Chula Vista, and National City, and with the support of the San Diego Regional Traffic Engineers Council (SANTEC), developed five successful projects. A significant aspect of the projects submitted was the region's ability to leverage existing projects and funding. The leveraged projects include the Super Loop Bus Rapid Transit, Regional Arterial Management System, and Trolley Centralized Train Control System.

Mr. Estrella stated that the project submittals focused on improving traffic flows along arterials and reducing trip times for transit through signal priority applications. Mr. Estrella described the following TLSP projects which were approved for funding by the CTC. The projects include: (1) At-Grade Crossing and Traffic Synchronization Improvements; (2) East-West Metro Corridors; (3) I-15 Corridor Improvements; (4) I-805 Corridor Improvements; and (5) TSP Super Loop.

Mr. Estrella stated that in addition, SANDAG partnered with CCDC to include a comprehensive signal study of the downtown area and to conduct a pilot of the trolley signal system that if successful, would be implemented under Project #1 listed above.

Upon recommendation by the Transportation Committee, staff will present these to the Board for programming approval in the Capital Improvement Program Budget at its July 25, 2008, meeting. Staff is also working on the development of the baseline agreements for submittal and review by CTC in August 2008. Staff will provide an update report to the Transportation Committee highlighting the progress of the TLSP projects at a future meeting.

Mr. Gallegos stated that Jack Boda, Director of Mobility Management and Project Implementation was instrumental in getting this funding for our region for these projects and commended his efforts.

Chairman Gallo requested clarification of whether Bernardo Center Drive was included in the synchronization project.

Mr. Estrella stated that SANDAG is still developing detailed scopes of work and can look at inclusion of Bernardo Center Drive.

Chair Madaffer recognized Councilmember Kevin Falconer, City of San Diego and stated that he was part of this project. Chair Madaffer stated that this project includes a feasibility study for synchronization of the downtown grid. Synchronization of the traffic lights and integration with the trolleys will improve congestion and traffic control.

Councilmember Falconer stated that the downtown component is a great opportunity for improving the traffic conditions downtown and expressed his appreciation of the work of SANDAG staff in attaining these funds and stated his support of this action.

Mayor Desmond stated that City of San Marcos has many of its lights synchronized and the system works very well.

Action: Upon a motion by Mayor Pfeiler and a second by Councilmember Hall, the Transportation Committee recommended that the SANDAG Board of Directors: (1) approve the programming of \$6,350,000 to the Capital Improvement Program budget including \$5,840,000 in State Traffic Light Synchronization Program funds, \$210,000 contribution from CCDC, \$100,000 contribution from City of Poway, \$100,000 contribution from City of San Diego, and \$100,000 transfer of funds from the Centralized Train Control project. In addition, SANDAG will be providing \$2,446,360 of in-kind match by leveraging work efforts on existing projects; and (2) authorized the Executive Director to execute agreements with CCDC and the Cities of San Diego and Poway for receipt of the stated matching funds.

10. MEMORANDUM OF UNDERSTANDING BETWEEN SANDAG, CALIFORNIA HIGH-SPEED RAIL AUTHORITY, AND OTHER SOUTHERN CALIFORNIA TRANSPORTATION AGENCIES (RECOMMEND)

Linda Culp, Senior Regional Planner presented the item and stated that since 1993, the state of California has authorized the study of an intercity, high-speed passenger rail system that will connect the state's metropolitan areas including San Diego. The California High-Speed Rail Authority (CHSRA) is the statewide agency charged with the planning and construction of this system.

During this time, SANDAG and the CHSRA have worked cooperatively on initial planning, technical studies, and the development and completion of the programmatic environmental document for the statewide system.

Ms. Culp stated that a statewide ballot measure requiring a simple majority is scheduled for the November 2008 election to provide \$9.95 billion in state funds to begin implementation of this system, including \$950 million which is earmarked for urban feeder rail systems such as the San Diego Trolley, SPRINTER, COASTER, BART, and Amtrak services. A statewide measure will be on the November 2008 ballot to provide initial funding for this system. At this time, funding is identified only for the San Francisco to Los Angeles portion of the high-speed rail. Recently, legislation was introduced that will make changes to how these funds can be used (AB 3034) to include other corridors such as San Diego. SANDAG initially took the position to support AB 3034 but some changes have recently been made to the language that would constrain funding back to the San Francisco/Los Angeles corridor, causing SANDAG to take an oppose unless amended position on AB 3034. SANDAG will continue to work with our legislators to amend the language to include our region. SANDAG, the CHSRA, and other planning agencies in the southern California region have discussed formalizing our cooperative working relationship to complete planning and environmental work on the Los Angeles to San Diego via Inland Empire corridor.

Ms. Culp stated that for the past several months, SANDAG staff has met regularly with staff from the CHSRA, Southern California Association of Governments (SCAG), San Diego County Regional Airport Authority (SDCRAA), and Riverside County Transportation Commission (RCTC) to discuss specific activities related to air and high-speed rail planning. Recently, the group expanded to include the San Bernardino Associated Governments (SANBAG). Staff from these agencies recently decided that a more formal agreement stating our intent to work cooperatively to advance the Los Angeles to San Diego via Inland Empire high-speed train corridor should be sent to each of our respective agency Boards of Directors for consideration.

Ms. Culp stated that the major provisions included in the draft MOU are: (1) the overall intent of the MOU is to continue and to expand cooperation and coordination among the agencies; (2) the MOU describes the major planning functions and responsibilities related to each agency and their interest in the CHSRA plan; and (3) the MOU includes an equitable funding strategy. Specifically, any task related to the advancement of the high-speed rail corridor will be the responsibility of the CHSRA, while any additional task related to the regional air-rail network study will be the responsibility of SANDAG and aviation forecasting, capacity and facility analyses will be the responsibility of SCAG and the SDCRAA. Any agency may request additional work as long as they provide the funding or, in the case of a shared benefit, the agencies jointly share in the cost.

Vice Chair Jack Dale (East County) requested clarification regarding the distribution of the \$9 billion if AB 3034 passes and asked why the Committee needed to approve this item if no funding was identified for our region.

Ms. Culp stated that the amendments to AB 3034 have passed the Assembly but not the Senate, and Mr. Gallegos stated that the MOU is necessary for SANDAG to continue our part of the planning efforts for high-speed rail. The bond requires approval from a majority of the voters and if all the other cities and regions do not support it there is a risk that the legislation would not pass. We are still attempting to change the legislation and Senator Denise Ducheny believes that there is recognition among legislators that if the bill language remains the way it is voters will not pass the bond. He stated that SANDAG is working to amend the bill to allow our region to compete for funding. Our argument is that the High-Speed Rail Authority has worked hard over the years but with the current economic situation and gas prices, the higher number of commuters, and air quality issues, we can make the Southern California region more attractive for funding and provide more service to commuters than the San Francisco to Los Angeles corridor.

Chair Pro Tem Emery asked how the addition of high-speed rail would affect the I-15 Corridor and Mr. Gallegos stated that with the approval of the MOU, SANDAG will continue active participation in the planning for high-speed rail. He stated that there are several opportunities to incorporate high-speed rail in the corridor.

Chair Madaffer commented that if SANDAG is not part of the MOU, we are not part of the project. He expressed his disappointment that the most important corridors for the high-speed rail project are not the ones being focused on and urged the members to contact their legislators and let them know that the San Diego Corridor must be given priority for funding and to urge them to oppose AB 3034 unless amended.

Deputy Mayor Rindone stated his support for the position on AB 3034 to oppose unless amended and stated that SANDAG and the SDCRAA need to send a joint letter to the Assembly and the Senate to express our position.

Ms. Zettel stated that high-speed rail is critical to expanding airport capacity in southern California. She stated that the high speed connection between San Diego and Los Angeles would increase capacity by at least 28 percent. Ms. Zettel stated that the SDCRAA would work with SANDAG and the City of San Diego to advocate in Sacramento to amend the bill to include the San Diego region.

Chairman Gallo reiterated that the \$9 billion bond is only for the San Francisco to Los Angeles corridor and Ms. Culp stated that the funds would be a state match and that other funding would come from federal and private commitments.

Chairman Gallo asked whether the funding for the entire corridor would come from future bonds and Mr. Gallegos stated that with this first phase SANDAG wants supplemental language that will allow other corridor to compete for this \$9 billion in funding.

Chairman Gallo requested clarification on the technology to be used for the high-speed rail and Mr. Gallegos stated that the High-speed rail Authority has determined that steel wheel technology would be utilized but that SANDAG will remain technology neutral until a final decision is made.

Chairman Gallo stated that SANDAG should lobby for the region specifically for the LOSSAN corridor. He stated that the bridges in that corridor need improvements that have no funding.

Mr. Gallegos stated that the alignment into San Diego is along the I-15 Corridor not along the coast but the bond measure does allocate funds to other systems that connect to the high-speed rail system.

Mayor David Druker (North County Coastal) expressed his support for the MOU and stated that we need to support the concept of bringing high-speed rail to the region. He stated that the LOSSAN corridor is important to the region and does need funding for improvements. He stated that the high-speed rail is essential for the corridor between Temecula to UTC to provide a better transportation system for the state.

Action: Upon a motion by Deputy Mayor Rindone and a second by Mayor Pfeiler, the Transportation Committee (1) reviewed and provided comments on the draft MOU, and (2) recommended that the Board of Directors authorize the Executive Director to execute the revised MOU in substantially the same form as attached at its July 25, 2008, meeting.

Action: Upon a motion by Deputy Mayor Rindone and a second by Mayor Pfeiler, the Transportation Committee directed the Executive Director to work with the SDCRAA to send a letter to the State legislation pursuant to the discussion.

11. AGREEMENT WITH THE SAN DIEGO UNIFIED PORT DISTRICT AND CALTRANS CONCERNING ACCESS IMPROVEMENT PROJECTS (RECOMMEND)

Mr. Chavez presented the item and stated that in April 2008, the California Transportation Commission (CTC) allocated \$83.6 million for the San Diego Unified Port District (Port) access improvement projects from the California Proposition 1B, Trade Corridor Improvement Fund (TCIF). These funds are being matched by the Port and by federal demonstration grants. The total cost of the projects is estimated at \$191.3 million. The required planning and engineering work will be completed by Caltrans staff and SANDAG on-call engineering consultants. A business framework similar to the one currently in place with Caltrans for the *TransNet* Early Action Program (EAP) is proposed.

Mr. Chavez stated that the four Port Access Improvement projects consist of roadway and freeway interchange improvements at four locations. The locations include: (1) 10<sup>th</sup> Avenue/Grade Separation Improvements (Cesar E. Chavez Parkway and Harbor

Drive); (2) 32<sup>nd</sup> Street and Harbor Drive; (3) Civic Center Drive and Interstate 5 (I-5); and (4) Bay Marina Parkway Drive and I-5. Proposed improvements include roadway widening, structures, and access modifications. He reviewed the schedule for these improvements and stated that a requirement of the TCIF program is that improvements should be under construction by 2013. Projects not meeting this deadline are at risk of losing TCIF funds. Construction is estimated to last until 2016. Mr. Chavez described each of the four projects.

Action: Upon a motion by Chair Pro Tem Emery and a second by Deputy Mayor Rindone, the Transportation Committee recommended to the SANDAG Board of Directors that the Executive Director be given the authorization to enter into agreements with the San Diego Unified Port District and Caltrans for the purpose of facilitating the development of the Port Access Improvement projects as defined by the TCIF program. The agreement with the Port would be in substantially the same form as Attachment 1. The agreement with Caltrans would be similar to the current agreement in place with Caltrans for the *TransNet* EAP. The agreements would result in no net cost to SANDAG.

12. FY 2009 OVERALL WORK PROGRAM BUDGET AMENDMENT: INTEGRATED CORRIDOR MANAGEMENT USING INTELLIGENT TRANSPORTATION SYSTEMS (APPROVE)

Mr. Estrella presented the item and stated that previous work efforts under the SANDAG FY 2008 Overall Work Program (OWP) included an element to implement the Integrated Corridor Management (ICM) Project along Interstate 15 (I-15). The implementation of the ICM project establishes an operational platform that will allow the transportation network to be operated in a more coordinated and integrated manner; resulting in a multi-agency, multi-function, and multimodal seamless transportation corridor. Implementation will leverage existing partnerships and ITS systems, and optimize operations of the corridor as single and integrated multi-modal system.

Mary J. Bartholomew, a member of the public spoke regarding the rolling monthly pass and stated that she believes it is a violation of Title VI. She stated that she surveyed customers who purchased monthly passes and provided a copy of a survey to the members.

Action: Upon a motion by Chair Pro Tem Emery second by Mayor Pfeiler, the Transportation Committee approved an amendment to the FY 2009 Overall Work Program budget to add \$300,000, from federal and state funds to continue the implementation of the Integrated Corridor Management Project along I-15, OWP element #5001800.

13. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, August 1, 2008, at 9 a.m.

14. ADJOURNMENT

Chair Madaffer adjourned the meeting at 11:01 a.m.

Attachment: Attendance Sheet

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

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
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	No	
South County	City of Coronado	Phil Monroe	Member	No	
	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	No	
North County Transit District		Ed Gallo	Member	Yes	
		Jerome Stocks	Alternate	No	As ex-officio 2 <sup>nd</sup> Chair
		Chris Orlando	Alternate	No	
San Diego County Regional Airport Authority		Charlene Zettel	Member	Yes	
		Jim Desmond	Alternate	Yes	
		Ramona Finnila	Alternate	No	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	---	Bill Figge	Alternate	Yes	
SCTCA	---	Albert Phoenix	Member	Yes	
		Shane Chapparosa	Alternate	No	