

TRANSPORTATION COMMITTEE

January 16, 2009

AGENDA ITEM NO.: **1C**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF DECEMBER 12, 2008

The meeting of the Transportation Committee was called to order by Vice Chair Jack Dale (East County) at 9:07 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Councilmember Matt Hall (North County Coastal) and a second by Mayor Lori Holt Pfeiler (North County Inland), the Transportation Committee approved the minutes from the November 7, 2008, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, submitted written comments which he read into the record regarding updating trolley stations to facilitate use of low floor cars on all trolley lines to improve service and speed of operations.

CONSENT ITEMS

3. STATE TRANSIT ASSISTANCE CLAIM AMENDMENT (APPROVE)

Each June, the SANDAG Board approves the North County Transit District (NCTD) State Transit Assistance Claim (STA) claim as part of the Transportation Development Act claim process. The County Auditor's office has identified additional STA funds received in prior fiscal years. NCTD seeks to amend its STA claims in order to receive these funds. The Transportation Committee is asked to approve Resolution No. 2009-11, approving the STA claim amendment for NCTD.

4. EXTENSION REQUEST FOR FY 2008 TDA AUDITS (APPROVE)

The Cities of Chula Vista and San Diego have requested an extension for their FY 2008 Transportation Development Act (TDA) audits. The Transportation Committee is asked to approve TDA audit extension requests for the Cities of Chula Vista and San Diego until March 27, 2009, as permitted by the Public Utilities Code and the California Code of Regulations. This action would allow sufficient time for the completion of the TDA audits and submittal of the issued financial reports to the State Controller's office.

5. FEDERAL TRANSIT ADMINISTRATION SECTION 5311 PROGRAM OF PROJECTS (RECOMMEND)

The Federal Transit Administration (FTA) provides funding for rural transit service by formula to states. The State of California then apportions funds to the regions based on the total rural population in each county. North County Transit District and Metropolitan Transit System are eligible to receive these funds for operating and capital costs of rural services. The proposed Program of Projects would apportion the region's Section 5311 to the two transit agencies based on the relative service area share of rural population. The Transportation Committee is asked to recommend that the Board of Directors approve the programming of a total of \$626,205 in FTA Section 5311 funds.

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

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak's Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak's fastest growing. The report summarizes the actions from the LOSSAN Board meeting on November 12, 2008.

Action: Upon a motion by Councilmember Hall and a second by Mayor Jerome Stocks (NCTD), the Transportation Committee approved Consent Items 3 through 6, including Resolution No. 2009-10.

CHAIR'S REPORT

7. STATE ROUTE 905/11 STATUS UPDATE (INFORMATION)

Vice Chair Dale introduced the item and Pedro Orso-Delgado, Caltrans District 11 Director provided the monthly update of discussion by the State Route 905 strike team for both SR 905 and SR 11.

Mr. Orso-Delgado stated that the SR 11 Presidential Permit was received last Monday and Thursday of this week Caltrans was given notice of initiation for the project-level environmental document. He stated that Caltrans staff has received positive feedback and public comments asking for the project to move ahead more quickly and to include more interchanges. He commented that in order to build more interchanges Caltrans would need more funding. Mr. Orso Delgado stated that the East Otay Mesa Port of Entry (POE) would be considered a premium service POE with wait times of 30 minutes or less. He commented that SANDAG has approval to sell bonds to finance the POE and would charge tolls to repay the bonds. Mr. Orso Delgado stated that he and Gary Gallegos, SANDAG Executive Director met with their Mexican counterparts to discuss their schedule for the new POE and to coordinate activities on both sides of the border. He stated that the Mexican officials would also like the project to move forward faster. The schedule now is to break ground in 2012 and complete the project shortly thereafter.

Mr. Orso Delgado stated that the SR 905 Phase IA project is ahead of schedule with 22 percent of the time and 28 percent of the work complete. He stated that there are two trials ongoing and they should reach a settlement on one by next month. Mr. Orso Delgado

stated that the SR 905 Phase 1B project is currently beginning its bid phase and is scheduled to open bids in January 2009. He stated that there is a strong potential that the state budget deficit situation will cause this project to stall due to funding issues. He stated that the state investment account has financial problems and projects under Proposition 1B receive funding from this investment account. If the state raids this account and cuts off funding for Proposition 1B it will negatively affect projects throughout the state. SANDAG and Caltrans were one of the first agencies to begin projects under Proposition 1B. He stated that the state meets next week to make a determination and shortly thereafter we will see how that will affect our projects.

Vice Chair Dale asked if the situation worsens, would current ongoing projects be halted.

Mr. Gallegos stated that it all ties back to the legislature and the fact that budget negotiations are not going well. The state financial rating is being downgraded by the rating agencies and existing bonds are already on watch. He stated that with the lower rating the state can't enter into the financial markets to borrow money. With no funding available the projects will have to be halted. Mr. Gallegos stated that SANDAG is working closely with Caltrans to find other possible funding sources. He stated that many of our projects have more than one funding source and staff would review funding options and determine what can be funded with available sources. Mr. Gallegos stated that SR 905 is at the biggest risk because it is funded by Proposition 1B and state and federal dollars.

Mayor Stocks stated that the Loma Santa Fe interchange and highway improvements project was one of the first Proposition 1B projects and was awarded early in the program. He asked whether that project would be affected since it was so close to completion.

Mr. Orso Delgado stated that the project contractor is moving quickly and should have all but landscaping done by the end of year. He stated that the project will be functional and should not be affected too negatively.

Mr. Gallegos stated that that project is part of a larger Interstate 5 (I-5) improvements project and the southern portion of the improvements project at Carroll Canyon Road might be affected.

Vice Chair Dale stated that a report on the status of the funds from Proposition 1B needs to be provided at the next meeting and requested staff to add that item to the agenda.

Paul Jablonski, Metropolitan Transit System (MTS) Chief Executive Officer, stated that operational funding for the transit agencies is also at risk. He stated that a 75 percent reduction in State Transit Assistance (STA) funds is being proposed and that could very negatively affect the transit agencies. He stated that because these are operational dollars this would most likely mean more cuts to service.

REPORTS

8. POTENTIAL AMENDMENTS TO REGIONAL COMPREHENSIVE FARE ORDINANCE DUE TO COMPASS CARD DEPLOYMENT DELAY (FIRST READING)

Vice Chair Dale introduced the item and stated that this is the First Reading of Potential Amendments to the Regional Comprehensive Fare Ordinance.

Action: Upon a motion by Mayor Stocks and a second by Mayor Pfeiler, the Transportation Committee waived the first reading of the Amendment to the Regional Comprehensive Fare Ordinance due to Compass Card Deployment Delay.

Dan Levy, Senior Regional Planner, presented the item and commented that the full report was given to the Committee at the special meeting on December 5, 2008. The Amendments deal with the delay to March 1, 2009, of the Compass Card deployment. There is no change to full implementation planned for July 1, 2009. This Amendment modifies the Ordinance to provide both monthly calendar passes and 30-day Rolling Passes and states that the half-monthly pass currently offered would be replaced by the 14-day Rolling Pass.

Councilmember Hall requested clarification on whether SANDAG would have the capability with the Compass Card to track a rider from the bus to the COASTER to the trolley and back to a bus to see how the different modes are interconnected.

Mr. Jablonski stated that as long as the rider taps onto and off of each mode of transit, the Compass Card will record and track the data.

Mayor Art Madrid (East County) stated that in the original presentation on December 5 staff stated that a funding source for the additional \$150,000 in revenue would be identified and asked if that source had been identified.

Mr. Gallegos stated that all the equipment has been installed and the contractor is currently testing the system. Staff is reviewing the budget and funding for the project. He commented that the increase is due to the need to provide both a monthly calendar pass and a 30-day Rolling Pass which was not part of the original project. Mr. Gallegos stated that staff is negotiating the cost for the reprogramming with technology provider and hope to report to the Executive Committee at its next meeting with an estimated amount needed and request approval of funding from the agency's reserve.

Councilmember Bob Campbell (North County Inland) stated that when he tapped his Compass Card for the COASTER the machine did not make a sound. He stated that he discussed his concerns with staff that the passengers could use any type of card to tap and not actually pay for their trip. He stated that staff informed him that the volume could be increased at each machine. Councilmember Campbell stated that SANDAG needs to ensure that security on the platform is aware of this to mitigate fare evasion.

Clive Richard, a member of the public commented that he has been following this project and stated his approval of the process and his disappointment that the Compass Card is not ready to implement earlier.

Mayor Pfeiler requested clarification on the process of approval for the Amendment, and Mr. Gallegos stated that the second reading of the proposed Amendment would happen at the Board of Directors next meeting at which time the Board also would have the decision to adopt the Amendment.

9. SORRENTO VALLEY COASTER CONNECTION SERVICE CHANGES (APPROVE)

Dave Schumacher, Principal Regional Planner, presented the item and provided an update on the funding issues for the Sorrento Valley COASTER Connection (SVCC) Service. The SVCC service is composed of nine routes between the Sorrento Valley COASTER station and businesses in the Sorrento Valley, Sorrento Mesa, Carroll Canyon, University City, and Torrey Pines areas.

Mr. Schumacher stated that previously nearly 70 percent of the annual costs to operate SVCC services were subsidized by funding from the Air Pollution Control District (APCD) and Interstate 805/Interstate 5 construction mitigation funds from Caltrans. Both the APCD and Caltrans funding sources, totaling nearly \$732,000, were no longer available as of July 1, 2008.

In order to help make up for the loss of these revenues, the SANDAG Board of Directors at its June 13, 2008, meeting approved charging a fare for all SVCC passengers (previously, passengers were allowed to transfer free of charge from the COASTER to the COASTER Connection). Effective September 1, 2008, a one-way fare of \$1.00 (\$0.50 Seniors/Disabled/Medicare, \$40.00 monthly pass) was implemented. It was hoped that the new fare would cover about 25 percent of the operating costs of the SVCC.

Since the implementation of the SVCC fare, there has been a significant drop in ridership and increase in subsidy per passenger. MTS also has attempted, without success, to secure public-private partnerships with Sorrento Valley employers that could have generated increased financial support for the SVCC services. Given MTS's ongoing budget problems fueled by declining sales tax revenues and a loss of state funding, allocating additional public subsidies in order to continue these services is problematic. For these reasons, continuation of the SVCC services beyond January has become problematic.

Prior to September 1, 2008, the SVCC routes served about 900 - 1,000 passengers each day. Since the implementation of the SVCC fares, ridership has dropped over 30 percent to less than 650 riders per day. Many of the lost riders apparently are now being served by shuttle services provided by employers. The loss in ridership also has resulted in an increase in the subsidy per passenger from \$4.14 to \$5.18. While MTS had originally expected sufficient funding to continue operating all nine SVCC routes until the third quarter of FY 2009, ridership loss has been higher than anticipated and MTS estimates that funding will be exhausted by the end of January, if not sooner.

The budget crisis faced by MTS means additional public subsidy funding to bridge this shortfall is not available. Over the past several months, MTS attempted to secure public-private partnerships with Sorrento Valley businesses in order to generate increased financial support for the SVCC services. Unfortunately, these efforts have not been successful.

As a result of the SVCC funding shortfall, MTS staff has tentative plans to hold a public hearing at its January 15, 2009, Board meeting to consider the elimination of the SVCC services.

Since the SVCC services are routes of regional significance, the Transportation Committee is required by Board Policy No. 018 to determine whether the elimination of this route is consistent with regional policies, goals, and objectives prior to MTS holding its public hearing or implementing changes.

The SVCC routes provide an important connection between the Sorrento Valley COASTER station and employment areas in Sorrento Valley, Sorrento Mesa, Torrey Pines, and University City areas. Topography and dispersed land use patterns make walking and bicycle access difficult from the COASTER station. With the start of COASTER service in 1995, the Old Town and Downtown San Diego COASTER stations had other bus and trolley service already in place to serve COASTER riders headed to nearby job centers. The Sorrento Valley COASTER station did not have this underlying transit system, creating the need for the SVCC services, which began service in 1997. The importance of the SVCC services in support of the COASTER service is shown by the fact that about one third of the current COASTER ridership is generated by the Sorrento Valley station. At the same time, the SVCC services require a relatively high subsidy per passenger compared with the MTS system average.

With the SVCC fare increase, some COASTER riders appear to have shifted to shuttle services operated by several employers. Should the SVCC services be cutback or eliminated, it is possible that other employers will do likewise.

In light of recent trends with the SVCC services, SANDAG, MTS, and NCTD staffs will be meeting over the coming weeks to explore options for modifying the SVCC services and/or making shifts in other MTS and NCTD services in order to continue some level of SVCC service. Based on these discussions, SANDAG staff will then report back to the Transportation Committee in January with a recommendation on the SVCC services based on the Board Policy No. 018 review.

David Druker, City of Del Mar, expressed his concerns that this shuttle service is a very critical service to the major employment area of San Diego and that SANDAG must find a solution so that the service will not be eliminated. He commented that SANDAG has the staff to go and talk to the employers in the area. Mayor Druker stated that there are a few large employers; the majority of the employers in the area are small and it is difficult to get them to work together. He stated that SANDAG needs to coordinate a solution with the employers to subsidize some type of shuttle transport .

Councilmember Hall asked MTS if it had other similar shuttle services in the region and how the ridership for the SVCC service compared to them.

Mr. Jablonski stated that the SVCC service is a unique coordinated service and that there are only a couple of other single bus shuttle services offered. He stated that farebox recovery and ridership for the SVCC service are both on the low end in comparison.

Councilmember Hall asked what the schedule was for bringing the Interstate 15 (I-15) Bus Rapid Transit (BRT) project on line and whether there were plans for the BRT to connect to the Sorrento Valley area.

Mr. Jablonski stated that the BRT was scheduled to be ready in 2012. He stated the developer of 4S Ranch created a special fund with the County of San Diego. MTS has been working with the developer to implement a pilot program with the current I-15 express buses on I-15 that will hopefully carry over to 2012 when the BRT service is active.

Councilmember Hall expressed his concern that MTS is asking to eliminate or curtail the SVCC service while at the same time planning to build a service that brings passengers to that area from the I-15 BRT service. He expressed his support for doing everything possible to keep the SVCC service.

Mr. Jablonski stated that MTS is unfortunately having to make service cuts everywhere in the region due to funding deficits. He stated that the problems with funding the SVCC service began when the APCD cut its funds. MTS has been hit hard by lower sales tax revenues and has had to cut service and raise fares across the region. There are not funds to keep the SVCC service running. The service is not producing fare revenue and ridership continues to drop. If MTS were to attempt to fund the SVCC service it would force cuts to service elsewhere.

Mayor Madrid expressed his agreement with Mr. Druker's comments and stated his support for staff taking time to find other possible solutions for funding or providing shuttle service. Mayor Madrid stated that this situation is a classic example of the need to consolidate the two transit agencies that compete for the same dollars.

Councilmember Campbell stated that this is a regionally significant route and many people rely on this service. He stated that there are other complications and restrictions to service capabilities that can be changed to solve this. He stated that a bus that serves UCSD has extra capacity but is not allowed to pick up other passengers that can be dropped off along the way. The public is aware of the problem but are not the ones to solve it; they look to SANDAG to find a solution.

Mayor Stocks commented that the COASTER connection is important to regional transit and plays a large role in the big picture to accomplish goal of getting people out of their cars, reducing vehicle miles traveled, and improving greenhouse gases. He stated that the APCD is at fault and that it is ironic that the agency that has the role to clean the air won't fund a service that takes cars off the road. Mayor Stocks stated that the APCD funds come from vehicle license fees, and the County Board of Supervisors made the decision to redirect those funds from transit to its operating budget. He stated that the SVCC service is an important part of the premium COASTER service. Mayor Stocks stated that as a Board member for NCTD he will work with MTS and the region to find a way to fund the SVCC service even to the point of potentially using NCTD funds to do so.

Mayor Pfeiler commented that MTS has been working with the employers in the Sorrento Valley to find solutions for the shuttle service and asked for clarification regarding the status of those negotiations or the reasoning that has prevented cooperation by the employers.

Mr. Jablonski stated that he and staff worked closely with Move San Diego and others to start the initiative to develop a funding solution for the shuttle. He stated that they met

with those large employers that agreed to meet to try to restructure the service to meet the needs of the riders. He stated that MTS surveyed the employees riding the SVCC service to determine where they were employed and their ridership of the shuttle in order to determine a fair share split for the costs to maintain the SVCC service. The plan was to also offer the shuttle service to employees of other companies at a minimal cost and sharing that revenue with those that underwrite the program. He stated that MTS sent a letter to the employers asking them to sign up for the service and not one committed. QUALCOMM and other large employers decided to run their own employee shuttles even though it is at a higher cost. Mr. Jablonski stated that he has since received some responses to the request to sign up for a joint service and plans to meet with those employees but unless the majority of the employers agree to fund the shuttle the program won't work. He stated that at the least there are some employers currently providing shuttle service to their employees so that there is some service and MTS is hoping that the private sector will begin to provide more shuttles.

Jerry Rindone, MTS Vice Chair, stated that the route is significant to the region and efforts have been made by MTS and SANDAG to continue the service. He stated that the recommendation today should be for MTS, NCTD, and SANDAG to meet and consider using regional reserve dollars to assist in funding the SVCC service.

Mr. Gallegos expressed his agreement that this service is regionally significant but even with all the efforts by SANDAG and MTS there is not enough support from the employers to find a way to fund the service. He stated that the only way to keep this service would be to make major cuts elsewhere so it is worth staff effort to contact the employers again and try to work cooperatively to find a solution. Mr. Gallegos stated that if we try to fund the route with regional reserves it would be temporary and would not solve the long term funding issue.

Charlene Zettel (San Diego County Regional Airport Authority [SDCRAA]) stated that many of these companies have sustainability programs that they market and SANDAG should approach them with that argument.

Mr. Gallegos stated that one major contributing factor is the economy. Many of these companies are scaling back, reducing their workforce, and finding ways to trim their budgets, and funding a shuttle service is a low priority.

Action: This item was presented for information only.

10. SAN DIEGO REGIONAL BICYCLE PLAN – PROPOSED NETWORK (ACCEPT)

Chris Kluth, Associate Regional Planner, presented a preferred draft revised regional bicycle network for Transportation Committee consideration. He also discussed the proposed approach to develop funding scenarios to implement the Regional Bicycle Plan.

The main purpose of the Regional Bicycle Plan is to develop a unified bicycle system throughout the San Diego region that serves a wide variety of bicycle trips with connections to pedestrian paths, trails, and transit. The Regional Bicycle Plan will accomplish the following: define a network of regionally significant bicycle routes, facilities, and necessary support programs and facilities; identify gaps in the network and recommend specific

improvements needed to fill these gaps in the system; develop cost estimates for build-out of the entire regional network; develop a funding strategy to implement the regional bike network; identify programs to help local jurisdictions to become more bicycle-friendly; and recommend a series of policies and actions to encourage and increase bicycling at the local and regional level.

Mr. Kluth stated that as a result of input obtained through the public outreach process and working with local jurisdictions, some refinements to the existing regional network have been proposed. The total number of miles in the proposed regional network is 510.9 and is comprised of 39 corridors that traverse every jurisdiction in the region. The proposed refinements would add eight new corridors and realign 11 corridors to provide better connections to major activity centers. If accepted by the Transportation Committee, the revised draft regional network map should be considered as the unconstrained regional bicycle network and will be used as the basis for the Regional Bicycle Plan to recommend bicycle facility types, proposed funding scenarios and implementation actions. One of the key implementation actions will be a prioritized list of projects and a recommended phasing plan. The phasing plan will help to ensure that the regional bicycle network will grow rationally rather than as a series of disconnected pieces.

Mr. Kluth stated that to be consistent with established and familiar funding scenarios, the Regional Bicycle Plan will provide three options based on the same relative funding scenarios used in the RTP. The first scenario is the Revenue Constrained Scenario. This plan is based only on current sources and levels of *TransNet* and Transportation Development Act (TDA) funding, modest opportunities resulting from *TransNet* Routine Accommodations, and minimal levels of local matching funds. The second is the Reasonably Expected Revenue Scenario. This plan includes the funding from the revenue constrained forecast, plus state and federal funding that may become available in support of non-motorized transportation projects, additional *TransNet* Routine Accommodations, and a more substantial commitment of local matching funds. And the third scenario is the Unconstrained Revenue Scenario, and based on current estimates the cost to build out the regional bicycle network and facilities identified in existing local bicycle master plans exceeds the projected *TransNet* and TDA allocations. This does not include pedestrian or traffic calming projects for which there are no current estimates at the regional level. The total funding needed to fully build out the non-motorized transportation system is beyond the levels of funding assumed for the Reasonably Expected Revenue Scenario. The unconstrained scenario includes additional revenue options to fund the full implementation of the non-motorized transportation system.

Mr. Kluth stated that while the assumptions and available funding sources will not be exactly the same as those in the RTP, the Regional Bicycle Plan will propose a set of assumptions for bicycle infrastructure and programs that will illustrate the relative levels of investment as well as the benefits associated with each scenario.

In the consideration of relative funding levels and the respective benefits generated, it will be important to relate the regional bicycle infrastructure as part of the regional non-motorized transportation network. While the cost for building the regional network will be identified, its relation to local facilities in terms of connectivity is important. The SANDAG Bicycle, Pedestrian, and Neighborhood Safety/Traffic Calming Program uses *TransNet* and TDA funding to build regional bicycle projects as well as local bicycle, pedestrian projects, and traffic calming projects throughout the region. The overall funding strategy will strive

for an optimum balance between regional and local projects that will yield the greatest benefits in terms of offering viable non-motorized transportation options with the most potential to reduce vehicle miles traveled and reduce greenhouse gas emissions.

Mr. Kluth stated that a first draft of the Regional Bicycle Plan is expected to be complete in early 2009 followed by a 30-day public review period. Necessary revisions to the Regional Bicycle Plan will follow public review. The Final Report is expected in spring 2009.

Action: Upon a motion by Mayor Pfeiler and a second by Councilmember Hall, the Transportation Committee accepted the draft revised regional bicycle network for planning purposes in the San Diego Regional Bicycle Plan. The draft revised network will provide a framework on which to base recommended bicycle facility types, proposed funding scenarios, and implementation actions.

11. CAPITAL PROJECTS BUDGET TRANSFERS (APPROVE)

Ramon Ruelas, Senior Transportation Engineer, presented the item. The Del Mar Bluffs Stabilization II Project stabilized approximately 1,300 lineal feet of coastal bluff along the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor in and near the City of Del Mar. The Project was completed in early 2008. Currently, \$665,000 is unencumbered and is not anticipated to be required for use on the project.

The Santa Margarita River Bridge and Second Track Project will replace an aging single-track bridge with a new double-track bridge, close a 0.8 mile gap of single track by adding a second track, and improve the alignment of 1.7 miles of existing track for greater speed. It is located along the LOSSAN Rail Corridor in northern San Diego County within the boundaries of the City of Oceanside and Camp Pendleton.

Since the completion of the 90 percent design in November 2007, new requirements have been identified that were not considered in the original scope. These include: deleting retaining walls in favor of new embankment in the Caltrans right-of-way, implementing revised American Railway Engineering and Maintenance-of-Way Association (AREMA) and NCTD standards, incorporating additional Regional Water Quality Control Board (RWQCB) requirements, and the installation of a high-speed crossover to maintain NCTD's current operational capabilities. Transferring a portion of the remaining funds from the Del Mar Bluffs Stabilization Project will allow the added design work to proceed with little to no impact to the project schedule.

In addition to the new design effort, there also are additional environmental mitigation requirements. The original project budget assumed environmental impacts could be mitigated through the purchase of credits from an existing mitigation bank. The mitigation bank is no longer an option requiring an alternative mitigation plan. The plan will include refinement of the construction impact footprint, development of on-site planting and revegetation, and implementation of off-site mitigation. The transfer of funds was approved by the LOSSAN Board at its November 12, 2008, meeting.

Vice Chair Dale asked if the funding was transferred from the Del Mar Bluffs project would the project still have enough funding available to be completed.

Mr. Ruelas stated that the project was completed earlier this year and the funds are excess.

Mayor Pfeiler asked whether the \$430,000 was the balance of remaining funding for the Del Mar Bluffs project or whether there was still excess funds available.

Mr. Ruelas stated that there were more funds available after the transfer of the \$430,000 but there are still outstanding administrative tasks that need to be completed. The project construction contract has been closed.

Mayor Pfeiler asked how much funding remained and whether that was being held to cover the administrative costs, and Mr. Ruelas stated that he believed there to be between \$100,000 to \$200,000 remaining.

Mr. Gallegos stated that after the administrative costs were completed the funds would be made available for other projects.

Vice Chair Dale asked whether the remaining balance is sufficient to cover any outstanding costs for the Del Mar Bluffs project, and Mr. Ruelas replied that it was sufficient.

Mayor Stocks asked whether there was a need for any additional funding to finalize the Santa Margarita River Bridge plan of finance, and Mr. Ruelas stated that at this time staff did not believe there would be a need for additional funding.

Action: Upon a motion by Mayor Stocks and a second by Mayor Pfeiler, the Transportation Committee approved a fund transfer of \$430,000 from the Del Mar Bluffs Stabilization Project II to the Santa Margarita River Bridge and Second Track Project and approved the revised capital budgets for these Projects.

12. SPRINTER PROJECT STATUS REPORT AND SPRINTER ASSISTANCE BUDGET AMENDMENT (APPROVE)

Jim Linthicum, Division Director, presented the item. On September 1, 2008, four NCTD construction management staff working on the SPRINTER transferred to SANDAG in accordance with SB 1703 and Addendum 11 to our Master MOU with NCTD. The staff will charge their time to the SPRINTER Assistance Project and SANDAG will be fully reimbursed by NCTD via an existing purchase order. The NCTD Monitoring Committee approved a \$325,000 increase to existing purchase order on December 4, 2008, in order to pay for this additional effort. Similarly, the Transportation Committee is asked to approve an increase in the SPRINTER Assistance Project budget by \$325,000.

Mr. Linthicum provided a status update on the SPRINTER project. He stated that only punch list work remains for the Mainline contractor. All work should be completed by the end of January 2009. Concurrently, other contractors are working on maintaining the landscaping and providing additional stormwater protection measures. The Inland Rail Trail (IRT) is complete except for punch list work. Operations and maintenance agreements are being negotiated with the Cities of Escondido and San Marcos. As soon as these agreements are executed, the IRT project will no longer be responsible for ongoing maintenance costs. Average daily weekday ridership in early November was 7,733 compared to 8,308 in early

October and an all time high of 8,658 in early September. In November, Saturday ridership averaged 3,632 and Sunday averaged 2,787.

Mr. Linthicum stated that no formal claims have been filed on the Mainline contract; however, there are outstanding disputes concerning the delays to the work, change order work, and signal and communication work. NCTD is actively negotiating with the contractor and resolution of all contract issues is expected by the end of the year. NCTD has a tentative agreement with the contractor to close out the San Marcos Loop contract. The Vehicle Maintenance facility contract was completed with no claims. The DMU vehicle contract is still open for retention purposes but there are no outstanding disputes.

Mr. Linthicum stated that there was no new estimate at completion (EAC) for November so it remains \$479.3 million. This includes a \$6.5 million contingency and assumes NCTD will pay the maximum potential value of the May 2007 settlement agreement with the Mainline contractor. It also includes a forecasted cost for all outstanding invoices and change orders yet to be negotiated. The project budget set by the NCTD Board and included in the Amended Recovery Plan for the FTA is \$484.1 million, giving NCTD an additional \$4.8 million of capacity between budget and EAC. Risks to budget lie only with the Mainline contract. Final cost is now dependent on how the issues described above are resolved and whether new claims are submitted prior to close out of the contract. In addition to the claims, the cost to analyze, negotiate, and defend any claim also must be considered as a risk to budget.

Mayor Stocks commented that this is a housekeeping action only and not an additional cost or budget increase.

Mayor Jim Desmond (SDCRAA) asked whether the Inland Rail Trail was complete and open, and Mr. Linthicum stated that the portion of the Inland Rail Trail in Escondido and San Marcos was completed but not officially open. Mr. Linthicum stated that NCTD was still negotiating maintenance agreements with both cities.

Action: Upon a motion by Mayor Stocks and a second by Mayor Pfeiler, the Transportation Committee approved an increase to the SPRINTER Assistance Project budget (CIP 1115200) by \$325,000 in order to pay for the new SANDAG (former NCTD) construction management staff during project close out.

13. STATE-LOCAL PARTNERSHIP PROGRAM (INFORMATION/POSSIBLE ACTION)

Jose Nuncio, Manager of Financial Programming and Project Control, presented the item. The Proposition 1B Transportation Infrastructure bonds approved by the voters in 2004 included \$1 billion for a State-Local Partnership Program (SLPP). As part of this year's budget and legislative process, a \$200 million initial appropriation was approved together with the implementing guidelines. The five-year program is split into two elements: a formula-based program covering 95 percent of the funds for jurisdictions as a match to voter-approved taxes and tolls dedicated to transportation; and a competitive discretionary program covering 5 percent of the funds to match uniform developer fees dedicated to transportation.

Mr. Nuncio stated that AB 268 identifies 95 percent of program funds as a match for voter-approved taxes dedicated to transportation such as *TransNet*. The calculation to determine San Diego's share of this statewide program includes both local sales tax revenues and population as estimated by the Department of Finance. The CTC has estimated that approximately 9 percent of the formula program total (or nearly \$83.6 million through the five year program) will be available for the San Diego region. Per AB 268, the SLPP requires a one-to-one minimum match with local sales tax dollars. The CTC also has indicated that SLPP funds can only be used for the construction phase of a project. Lastly, the CTC also requires that program allocations can only be made on fully funded projects or phases of projects.

Also per AB 268, eligible types of projects include highways, transit facilities and equipment (including rolling stock), local streets and roads, bikeway and environmental mitigation projects. There is a useful life requirement for most of the eligible categories of 15 years, with the exception of transit facilities and rolling stock which require only a 10-year useful life. Costs of operating transit systems are not an eligible expenditure.

Mr. Nuncio stated that the Board of Directors has already directed through its approval of the *TransNet* Plan of Finance earlier this year that 94 percent of SLPP funds will be used to fund *TransNet* Early Action Program (EAP) projects. This level of investment is consistent with other state and federal funding sources, including State Transportation Improvement Program (STIP), Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds. Applying the 94 percent investment level to SANDAG's anticipated distribution yields approximately \$78.6 million to be programmed on a *TransNet* EAP project.

Following Board policy to direct 94 percent of SLPP funds towards *TransNet* projects and SLPP program requirements that only allow construction or acquisition phase, staff recommends programming SLPP funds as they become appropriated on the currently approved *TransNet* EAP projects in order of construction contract delivery. Table 1 in the staff report lists the remaining *TransNet* EAP projects whose contracts have not yet been awarded for construction. (*TransNet* projects such as I-15 Express Lanes or State Route (SR) 52 Extension are not included because they are already under construction and therefore not eligible.) Other *TransNet* projects that are added by the Board to the EAP list through future actions also could be eligible for SLPP funds, contingent on their meeting the CTC's requirements for allocation.

From a programming perspective, the SLPP funds would replace a portion of the *TransNet* funds but maintain at a minimum sufficient sales tax dollars on the project to provide the requisite one-to-one match. This way, the use of the SLPP funds is maximized and the use of a portion of currently programmed *TransNet* funds is deferred for future *TransNet* projects. It should be noted that the SLPP funds identified for the projects listed above have already been included as additional state revenues in the *TransNet* Plan of Finance that was approved by the Board of Directors in early 2008, and are therefore not considered "new" funds.

Regarding the 6 percent of SLPP funds not dedicated to the *TransNet* EAP (which in FY 2008/2009 totals approximately \$1 million), staff recommends following previous Board policy and focus on projects that are ready to go to construction between now and the next

six months. As staff considers which projects to propose for this funding, however, significant legislative proposals in both Sacramento and Washington, D.C. regarding an economic stimulus package that would focus on transportation infrastructure in general and on early delivery of projects in particular could offer additional funding for these same potential SLPP projects. Given the focus on early delivery of projects, staff would not recommend a call for projects at this time since other previously prioritized projects are closer to being ready to go and can use the funds sooner.

Mr. Nuncio stated that staff reviewed the Board's current Capital Improvement Program (CIP) for potential candidate projects. This review included an assessment of how the project would meet the SLPP criteria regarding local sales tax funds match, type of project and useful life as well as being ready to go in the next few months. Pending additional information regarding these potential economic stimulus packages, staff tentatively recommends funding the Grossmont Station Pedestrian Enhancements project, located in the City of La Mesa, with the approximately \$1 million in SLPP funds for non-*TransNet* EAP projects. The Grossmont Station Pedestrian Enhancements project is included in SANDAG's capital budget for FY 2008/2009. The project is nearly 100 percent designed and could be advertised for construction as early as spring 2009. Currently programmed funding includes \$2.7 million from Federal Transit Administration (FTA) and Transportation Development Act (TDA) funds, plus \$2 million in Transportation Enhancement (TE) funds under SANDAG's Pilot Smart Growth Incentive Program.

The Grossmont project budget, however, is under funded by approximately \$3.2 million. The proposed strategy to fully fund this project involves pursuing two tracks: The first is to try to fund the project's budget shortfall through one or both of the economic stimulus packages being discussed in Sacramento and Washington D.C. The other involves a combination of SLPP funds (\$1 million), successfully competing for additional *TransNet* bicycle and pedestrian funds (at least \$1 million to match the SLPP funds), savings and transfers from other CIP projects and the implementation of design and construction efficiencies to lower the cost of the project (at most \$1.2 million in combination of these last two sources). The additional *TransNet* funds could become available as part of the FY 2008/2009 call for projects that will take place in early 2009. Staff believes that this project can compete well for these funds given the TDA/*TransNet* Bicycle and Pedestrian Program's overall scoring criteria, which includes early delivery, pedestrian benefits, improved transit access and others. In addition to helping fully fund the project, the *TransNet* funds would provide the local sales tax match required by the SLPP funds. Discussions with the Metropolitan Transit System regarding the use of project savings and other CIP fund transfers are currently underway. In the event the project does not successfully compete for the 2008/09 *TransNet* bicycle and pedestrian funds, or the project does not receive any funds from either the state or federal potential economic stimulus packages, staff would return to the Transportation Committee and the Board with other programming proposals.

Mr. Nuncio stated that as additional funds are appropriated by the Legislature, staff will bring proposals to program the 6 percent not dedicated to the *TransNet* EAP. The total amount anticipated from this program, including this year's appropriation, is approximately \$5 million.

Mr. Nuncio stated that AB 268 identified 5 percent of the SLPP for a competitive grant program to match uniform developer fees; the total amount available statewide for this

program in Fiscal Year 2008/2009 is approximately \$9.8 million. It should be noted that no single competitive grant from this program may exceed \$1 million. All jurisdictions in San Diego County collect uniform developer fees through the Regional Transportation Congestion Improvement Program (RTCIP) that was approved by all local agencies as part of the overall *TransNet* program. Other local uniform developer fees can also serve as a match to this competitive grant program, provided the local agency has identified these funds as being exclusively for transportation purposes. CTC staff has indicated that as part of the application process, the local agency will need to submit a copy of the authorizing resolution describing the fee and its uses. Further, in selecting grant recipients, the CTC will give consideration to geographic balance and to demonstrated project cost-effectiveness.

The eligible types of projects under this competitive grant program are similar to the formula-based program, including useful life. The CTC will give a higher priority to projects that are more cost-effective, that can begin construction or implementation earlier, that leverage more uniform developer fees per program dollar, and that can demonstrate quantifiable air quality improvements, including a significant reduction in vehicle-miles traveled.

Staff shared the draft SLPP guidelines with the Cities/County Transportation Advisory Committee at its November 2008 meeting and encouraged all local agencies to apply.

The CTC anticipates adopting the SLPP guidelines at its December 10-11, 2008, meeting. This item will be brought to the Transportation Committee for recommendation to the Board at its January 2009 meeting. The Board will be requested to take action at its January 2009 meeting. The CTC's deadline to submit applications for the competitive grants program is February 17, 2009. The CTC will adopt the competitive grants program at the Commission's April 2009 meeting. The CTC also can approve any programming requests under the formula-based program as early as the April 2009 meeting.

Vice Chair Dale commented that the region is facing challenges with Proposition 1B funds and asked whether these funds would have the same concerns.

Mr. Nuncio stated that this program is a long-term program and staff expects that the short-term budget crisis will end without affecting the program.

Vice Chair Dale requested clarification on whether the Transportation Committee would need to take action today on this item or wait until the CTC had made their decision and act on this at its January meeting.

Mr. Nuncio stated that the CTC had made their recommendations just yesterday and they were waiting on decisions from the respective jurisdictions to submit applications.

Mayor Stocks asked whether any funds would be available under this program or would the legislature divert these funds too.

Mr. Gallegos replied that in the short term the program could be affected. The program is part of the Proposition 1B funding that will be implemented over a 10-year period. He stated that the Governor's plan is to use these funds to stimulate the economy. Once the

budget issues have been resolved and the state can enter the financial market to sell bonds, the legislature will aggressively push these types of programs.

Mayor Madrid stated that the Grossmont Station Pedestrian Enhancements project is located in the City of La Mesa and he expressed his support of the formula staff developed to get the additional funding for the shortfall. He stated that this project is a perfect example of smart growth and is very important for the region. We need to demonstrate that we will honor our commitment to the public for smart growth and urged the Committee to pursue the necessary funding.

Action: Upon a motion by Mayor Pfeiler and a second by Councilmember Hall, the Transportation Committee approved staff recommendations.

14. 2030 REGIONAL TRANSPORTATION PLAN: ONE-YEAR REVIEW (INFORMATION)

This item was continued to the January 16, 2009, meeting.

15. FISCAL YEAR 2007/2008 RSTP AND CMAQ REPORT (INFORMATION)

Mr. Nuncio presented a year-end summary of the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation and Air Quality (CMAQ) programs, including the use of financing tools and how these impact the year-end balances. In addition to that summary, he included a brief synopsis of actions to be taken this year to advance future federal funds on high-priority regional projects.

Mr. Nuncio stated that RSTP and CMAQ funds are apportioned to the region by formula. Apportioned funds are available for programming in the Regional Transportation Improvement Program (RTIP), and obligations can be made on eligible projects. Per state law (AB 1012), regions have three years to obligate apportioned funds or risk losing them. Staff monitors the level of obligations for these apportioned funds and from time to time takes certain actions to ensure that no funds are lost from the region.

Mr. Nuncio stated that the combined balance between CMAQ and RSTP funds at the beginning of Federal Fiscal Year (FFY) 2007/2008 was approximately negative \$2.9 million. This negative balance was the result of the region's aggressive early delivery of projects during FFY 2006/2007, which required the advancement of future federal CMAQ and RSTP funds. The region received approximately \$68.8 million in apportionments during FFY 2007/2008; however, adjustments to current and prior year apportionments and rescissions by the federal government reduced the total available by approximately \$8.7 million, bringing the total available for obligation to approximately \$57.3 million. The amount of obligations approved in FY 2007/2008 totaled \$63.6 million. This amount includes approximately \$54.9 million in funds programmed and obligated in FY 2007/2008. In addition, it also included approximately \$179,000 as a post-programming authorization for the region's Freeway Service Patrol project. Post-programming authorizations allow for previously obligated but unspent funds to be used on a different project as long as the fund type and the phase are the same as previously authorized by the Federal Highway Administration. Lastly, approximately \$8.6 million (approximately \$7.6 million for the I-15 North Coast Express Lanes and \$1 million for SPRINTER operations) in obligations were approved through the Expedited Project Selection Process (EPSP). EPSP allows obligation of

funds programmed in a year different than the current year as long as they are programmed within the first four years of the RTIP.

Mr. Nuncio stated that the obligations were offset by approximately \$8.8 million in de-obligations. Approximately \$450,000 resulted from the closing out of projects. The bulk (approximately \$8.4 million, see row 10) correspond to a temporary de-obligation of funds in the design phase of the I-15 North Express Lanes that will be re-obligated on the construction phase when the Advance Construction (AC) under which the projects were awarded is converted in FY 2008/2009. Authorizing projects to proceed under AC means that FHWA grants authorization to proceed with work using non-federal funds in anticipation of future federal funds. When the AC is converted, the anticipated federal funds are added to the project budget, replacing the non-federal funds initially programmed for the project. The eligibility date for federal reimbursement remains the date when the AC was authorized.

Mr. Nuncio stated that the combined balance at the end of FFY 2006/2007 for both programs is approximately \$2.4 million, with CMAQ showing a negative balance of approximately -\$5.8 million and RSTP a positive balance of \$8.2 million.

Mr. Nuncio stated that SANDAG, in cooperation with Caltrans and other project sponsors, worked to maximize our federal obligation authority. The region's aggressive obligation effort during FFY 2007/2008 was the second highest in the state. For this reason, as the state was seeking to obtain unused obligation authority from other states during what is known as the August re-distribution, SANDAG received approximately \$5.6 million in additional obligation authority, or about 16 percent of the additional obligation authority that was distributed to all regions across California. As discussed previously, additional obligational authority does not increase the amount of apportionment coming to the region, but rather it provides the region greater flexibility to advance future apportionments as well as to fully obligate federal funds.

He stated that once again, the region will be seeking to obligate in excess of its apportionment level by advancing future-year funds. As discussed in previous presentations, NCTD will seek to advance \$1.5 million of its FY 2009/10 CMAQ funds for operations of the SPRINTER project. There are over \$120 million in RSTP and CMAQ funds programmed under Advance Construction for the SR 52 and I-15 Express Lanes (North) projects. Staff will seek to convert to actual obligations a substantial portion of this amount to maximize the region's use of these federal funds and reduce the need to expend local sales tax funds. Staff will work with Caltrans Local Assistance to manage the obligation level of this large request in order to exceed our apportionment level and put the agency in a position to receive additional obligation authority through the August re-distribution process discussed previously.

Vice Chair Dale commented that this report was presented in response to the Committee's request to be updated regularly on available funds. He expressed his concerns regarding advancing future funds under the current state budget and financial conditions.

Mr. Nuncio stated that these funds are federal not state funds and the federal economic stimulus plan appears to be moving toward approval.

Mayor Madrid requested clarification regarding the role of both the APCD and CMAQ in air quality and whether the agency and program have similar goals in reduction of greenhouse gases and the push for reducing global warming.

Mr. Gallegos stated that both the agency and program have the goal of improving air quality but at the federal level the CMAQ also has the component of congestion management. He stated that the California Air Resources Board (CARB) recently adopted the Scoping Plan for AB 32. Both AB 32 and SB 375 will change the way we do transportation and land use planning in the future. We expect that the CARB will give the region a budget for greenhouse gas reduction and we will have to develop plans to analyze whether we are within that budget.

Mayor Madrid stated that this Committee has two County representatives. The County deals with air quality and congestion management issues and the APCD is exclusively overseen by the County. Mayor Madrid stated that the APCD membership should be similar to that of SANDAG with appointed regional representatives so that other jurisdictions in the region have influence in how the APCD vehicle license funds are distributed. He stated that SANDAG should take the lead in requesting a change in membership for the APCD.

Mr. Gallegos stated that the law allows for the APCD to collect a fee on vehicle registrations up to a maximum of \$6.00. Our County's fee is the lowest at \$2.00. It is important to note that the SANDAG Board of Directors could not reach consensus to recommend to the County Board of Supervisors that the APCD increase the fee.

Mayor Madrid stated that if this Board and all the other jurisdictions had a voice on the APCD then the fee that is collected may not have been diverted from the Sorrento Valley shuttle service.

Mr. Jablonski asked whether there was any way SANDAG could increase the license fee to fund transit, and Mr. Gallegos stated that the legislation was enacted exclusively for the air pollution control districts and the districts have control of assessing the fee and distribution of the funds.

Mayor Stocks stated that the issue is not whether to raise the fee but the APCD could just re-direct the funds. The APCD re-directed the fee from the COASTER shuttle to fund operations and they could re-direct the funds back to the shuttle.

Action: This item was presented for information only.

16. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, January 16, 2009, at 9:00 a.m.

17. ADJOURNMENT

Vice Chair Dale adjourned the meeting at 10:44 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
DECEMBER 12, 2008**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Carlsbad	Matt Hall	Member	Yes	
	Vacant	Vacant	Alternate	No	
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	Vacant	Vacant	Member	No	
	Vacant	Vacant	Alternate	No	
City of San Diego	----	Vacant	Member	No	
	----	Vacant	Alternate	?	
	----	Ben Hueso	Alternate	No	
County of San Diego	----	Ron Roberts	Member	No	
	----	Greg Cox	Alternate	No	
	----	Bill Horn	Alternate	No	
Metropolitan Transit System	Vacant	Vacant	Member	?	
	MTS	Harry Mathis	Alternate	No	
North County Transit District		Dave Roberts	Member	No	
		Jerome Stocks	Alternate	Yes	
		Chris Orlando	Alternate	No	
San Diego County Regional Airport Authority		Charlene Zettel	Member	Yes	
		Jim Desmond	Alternate	Yes	
		Ramona Finnilla	Alternate	No	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	—	Bill Figge	Alternate	Yes	
SCTCA	—	Albert Phoenix	Member	Yes	
		Shane Chapparosa	Alternate	No	

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