

TRANSPORTATION COMMITTEE

February 6, 2009

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF JANUARY 16, 2009

The meeting of the Transportation Committee was called to order by Vice Chair Jack Dale (East County) at 9:05 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Jim Desmond (San Diego County Regional Airport Authority [SDCRAA]) and a second by Councilmember Matt Hall (North County Coastal), the Transportation Committee approved the minutes from the December 5, 2008, joint meeting, the December 5, 2008, special meeting, and the December 12, 2008, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Lorraine Leighton, a member of the public, commented that she attempted to use her compass card for the COASTER but was confronted by the conductor who did not believe that the card was valid for travel. She stated that the conductor acted inappropriately and she had reported him to the transit agency but wanted the representatives today to hear about the incident as well.

CONSENT ITEMS

3. GUIDING PRINCIPLES AND OBJECTIVES FOR DEVELOPMENT OF FY 2010 TRANSIT OPERATING BUDGETS (APPROVE)

The responsibility for programming transit operating and capital funding resides with SANDAG in its role as the Regional Transportation Planning Agency. As in prior years, the Transportation Committee approves guiding principles and objectives for the Metropolitan Transit System (MTS) and North County Transit District (NCTD) for use in preparing their operating budgets. The proposed guiding principles and objectives have been reviewed by the staff of both transit agencies and reflect their comments and input. The Transportation Committee is asked to approve the proposed guiding principles and objectives for use in preparing the FY 2010 transit operating budgets and the projections for FY 2011 through FY 2014.

Action: Upon a motion by Mayor Lori Holt Pfeiler (North County Inland) and a second by Councilmember Hall, the Transportation Committee approved Consent Item 3.

CHAIR'S REPORTS

4. STATE ROUTES 905 AND 11 STATUS UPDATE (INFORMATION)

Vice Chair Dale introduced the item and Mario Orso, Corridor Director from Caltrans District 11 presented the monthly update of discussion by the State Routes (SR) 905 and 11 Strike Team.

Mr. Orso stated that the SR 11 project is moving forward with the environmental stage and Caltrans and SANDAG are working on the tolling strategy. He stated that Caltrans will be going forward with the bid opening for SR 905 Phase 1B on time. Phase 1A of SR 905 has now completed 30 percent of the work with a total of \$18.3 million dollars expended. He stated that Caltrans has concerns with payments being made for January work due to the state budget crisis.

Councilmember Hall asked whether Caltrans would hold the Phase 1B project due to the state budget crisis.

Mr. Orso stated that Caltrans had planned to hold the bids for 30 days or longer and would discuss that possibility with the contractor. He stated that any hold would be contingent on the contractor agreeing to hold its bid for 30 to 90 days.

Action: This item was presented for information.

Vice Chair Dale introduced Item 5 and stated that Item 9 would be taken in conjunction with Item 5. Staff would give the oral report for Item 9 and then Gary Gallegos, Executive Director and Mr. Pedro Orso-Delgado, Caltrans District 11 Director, would provide an oral update on the status of the California State budget situation and potential impacts to transportation programs and projects.

9. STATE BUDGET CRISIS IMPACT ON TRANSPORTATION PROJECTS (RECOMMEND)

Mr. Gallegos introduced the item. He stated that there has not been much progress on the state budget to date and the legislators are still working on a compromise solution. He stated that the Pooled Money Investment Account (PMIA) Board voted to stop expending funds which will cause SANDAG to lose essential funding for several critical projects. Staff has developed a proposal that will fund critical projects so those projects would not be halted. He stated that the Executive Committee heard the proposal, and after the presentation today to the Transportation Committee, the Board of Directors will hear the item at its next meeting.

Vice Chair Dale stated that basically due to the state budget issues SANDAG is no longer receiving bond funding for critical projects. Also, contractors are at risk of not being paid by the state for work completed and thus are having to pay from their own funds. Unfortunately most contractors do not have the financial assets to continue paying subcontractors without reimbursement. Vice Chair Dale stated that if projects are stopped it would increase the overall cost of the project due to demobilization and remobilization costs.

Councilmember Hall stated that even after the state budget issues are resolved there will be a delay due to the time it takes to issue bonds. He stated that staff needs to take into account how long it could take for the state to issue bonds and for us to receive the funding.

Mr. Gallegos stated that the state cannot sell bonds now and there is no indication of how long the budget impasse will last. Staff is attempting to be as flexible as possible to keep projects moving forward.

José Nuncio, Manager of Financing Programming and Project Control, presented the item and stated that the state budget crisis that began shortly after the Fiscal Year (FY) 2009 state budget was signed is now posing a significant risk to ongoing construction contracts, in particular those that are funded with Proposition 1B funds. He said that he would provide a brief summary of the status and present for discussion possible actions that the region may undertake to forestall the suspension of construction contracts and associated costs.

On December 8, 2008, the California Legislature convened in a rare joint session to hear testimony regarding the state's approximate \$42 billion budget deficit over the next 18-month period from a panel of state finance officials, including State Treasurer Bill Lockyer, State Controller John Chiang, Legislative Analyst Mac Taylor, and Department of Finance Director Mike Genest. This panel was unanimous in its call for prompt action by the Legislature to respond to the fiscal issues confronting the state. Since that time, the Legislature and the Governor have not reached agreement on a budget package to deal with this deficit.

The position the state finds itself in is now affecting ongoing Proposition 1B-funded transportation contracts. In brief, the state is short of cash, threatening the solvency of the General Fund and the state's overall credit rating. Because transportation bond-funded projects are funded with General Obligation bonds, the condition of the General Fund also affects the state's ability to access cash to meet bond-funded project commitments. Proceeds from bond sales are deposited in the PMIA, which is then used to advance funds for capital projects statewide. The PMIA also is a source of funds for the temporary internal borrowing that occurs to keep state government operating. This enables the State Controller to balance revenues with expenditures, since most expenditures occur relatively early in the fiscal year, and most revenues are received in the second half of the fiscal year (through income taxes, for example). Normally, the PMIA is replenished through issuance of bonds throughout the year. Unfortunately, current market conditions and the lack of a balanced state budget have restricted the state's ability to sell those bonds. As a result, the cash reserve in the PMIA has dropped precipitously.

The most immediate impact to bond-funded transportation contracts has been the suspension by the state to award any new bond-funded contracts. In the San Diego region, the most visible impacts of not being able to award a construction contract includes the construction of SR 905 between Britannia Boulevard and Interstate 805 (I-805) and the replacement of the Santa Margarita River Bridge along the Pacific Surfliner corridor just north of Oceanside. The state also has issued letters to local agency project sponsors advising them not to award bond-funded contracts, unless the agency can fund the project with its own resources. Altogether, it is estimated that approximately \$177 million in

Proposition 1B funds for projects that are ready to go throughout the region are now on hold and may not be awarded in the foreseeable future, thus delaying the economic benefits derived from these contracts (see Attachment 1).

On a larger scale, however, is the prospect of the state not being able to continue making payments on bond-funded transportation projects currently under construction, some of which include the highest priority projects in the region, including completion of the Interstate 15 (I-15) Express Lanes (South) between SR 163 and SR 56 as well as the SR 52 Freeway Extension between SR 125 and SR 67, both of which are *TransNet* Early Action Program projects, plus the initial phase of SR 905 between Siempre Viva Road and Britannia Boulevard. Between these and other local agency and transit projects (Attachment 1), it is estimated that approximately \$557 million in Proposition 1B funds for projects that are currently under construction are currently at risk.

Unfortunately, the act of suspending a contract and restarting it a few weeks or months later can incur significant additional costs to the completion of the project. The activities associated with stopping and restarting a construction contract can and often do include bringing the job site to a safe condition, removing equipment from the site, missing environmental work windows resulting in delays, storage or restocking fees for materials already purchased, traffic control for the job site, maintenance of barriers between moving traffic and job sites, bringing the equipment back on site once the contract is restarted, retraining of workers, and delay claims.

Caltrans has prepared preliminary estimates to identify the potential costs of suspending the current bond-funded *TransNet* EAP projects, namely the I-15 Express Lanes and the SR 52 Freeway Extension. Caltrans estimates that approximately \$2.2 million would be incurred to prepare the job sites for suspension, approximately \$3.9 million would be incurred by the contractors to demobilize and remove equipment from the site, approximately \$4.3 million would be incurred to re-mobilize the contractors and its equipment back on site, and approximately \$6.0 million might result from delay and other claims by the contractors. Lastly, the monthly costs associated with having a suspended contract are estimated to be approximately \$2.4 million.

Assuming that Caltrans suspends the contracts on these *TransNet* EAP projects beginning in February, the costs incurred during a single month of suspension would be approximately \$18.8 million, increasing by at least \$2.4 million every month thereafter. The SR 905 Phase 1A project, which is not a *TransNet* EAP project, but is a high priority State Transportation Improvement Program (STIP) regional project, also is at risk of incurring suspension costs. These costs are estimated to be \$3.4 million, and monthly suspension costs are estimated to be approximately \$300,000. Not included in these calculations is the I-5/Lomas Santa Fe Interchange project, which has exhausted all its bond funds and is now completing work with other non-bond funds.

Staff has developed several options for the Transportation Committee and Board of Directors to consider reducing the possible impacts of the state budget situation on ongoing transportation projects in the region. The focus of the potential options explored by staff is on ensuring that construction contracts for *TransNet* EAP and STIP projects continue. This will allow projects to be completed as close as possible to a timely basis and allow users to enjoy the benefits of the new facilities. It also avoids the potential costs associated with

suspending the construction contracts. At the same time, the focus also aims to ensure that the State fulfills its financial obligations and is not relieved of the same by the region.

The three main *TransNet* EAP and STIP corridors potentially at risk are shown in Table 1 of the report. In addition to the bond funds programmed for each corridor, both corridors have other funds programmed (mainly federal formula and *TransNet* funds) for the construction phase. While the bond funds represent a significant portion of the funding for the construction phase of these corridors, the non-bond funds could be tapped for a limited time to keep the construction contracts moving forward. All three of these corridors are split into several individual project contracts. For these corridors, the non-bond funds are concentrated on some of these project contracts, while the bond funds are concentrated on the remainder of the projects. Table 1 shows how long this approach could be sustained before the non-bond funds are depleted for each of the corridors.

There are risks associated with this approach. To implement this approach, approval by the California Transportation Commission (CTC) would be needed in order to authorize the use of the state bond funds on other projects. If contractors are not able to remain working, even through a slow-down approach, before the CTC takes action in the next few weeks to approve bond fund amendments needed by SANDAG to implement this Cash Management option, the contracts would be suspended and associated costs would be incurred. Preliminary discussions with CTC staff indicate that the Commission's position is favorable in their consideration of these bond fund transfers, although no formal discussion or decision has occurred. Additionally, the use of federal formula funds would require approval by the Federal Highway Administration (FHWA) on different projects that have already been awarded. Preliminary discussions with FHWA indicate that the federal agency is open to approve these changes. Implementing this approach also would require the region to identify up to \$20 million in funding each month for cash flow purposes in order to keep the construction projects underway.

Additionally, by implementing this Cash Management option and particularly on the I-15 corridor, the I-15 North projects that are currently fully-funded with non-bond funds would, in effect, be consolidating their funds with I-15 South projects, thus running the risk that if the state is unable to solve its budget situation in a few months, all projects in both I-15 North and South would be running out of programmed funds.

Another potential option is to slow down the pace of work on the ongoing contracts. While this option may not eliminate some of the costs of an outright suspension of the contracts, it would likely be less costly and also would allow some of the non-bond funds to sustain all current contracts for a longer period of time. At this time, Caltrans and SANDAG are continuing to work with the contractor industry to assess if this is a feasible option and if it would yield sufficient benefits to pursue.

At this time, Caltrans and SANDAG are exploring options with the contractor community to see what options they may have to keep contracts moving forward, recognizing that it would likely be for a limited time and with certain associated costs. Discussions with individual contractors have taken place and will continue to be held. Early indications from the affected contractors are that they would be able to continue work for approximately two to four weeks. As mentioned above, if the CTC is unable to approve bond fund amendments needed by SANDAG in the next few weeks, it may become financially

untenable for contractors to remain on the job, thus incurring contract suspension costs as described earlier. In addition, Caltrans and SANDAG are working with regulatory agencies including FHWA and CTC for relief from process guidelines that may impede the implementation of these extraordinary measures.

At this time, staff does not recommend pursuing the option to advance *TransNet* funds to ensure that pressure on the Legislature and the Governor to fulfill the state's commitments is not relieved. It should be noted that existing *TransNet* funds are already committed to other *TransNet* EAP priorities. Advancement of funding to other projects would most likely require the redirection of funds from the I-5, I-805, SR 76 Widening, and Mid-Coast major corridors. Additionally, given the current situation in the financial markets, it is unknown if SANDAG would be able to secure additional *TransNet* funds through the issuance of more bonds and if these funds would be available at competitive rates. Regardless, accelerating additional bond issuances would likely have a substantial impact on the region's ability to implement other EAP projects in the foreseeable future.

This report is scheduled to be presented to the Board of Directors at its January 23, 2009, meeting. Next steps that would be needed to implement the Cash Management option recommended in this report include approval by the CTC of necessary bond program amendments, and approval by SANDAG of any necessary Regional Transportation Improvement Program (RTIP) amendments. In terms of the CTC, separate amendments by the Commission to the STIP, the Corridor Mobility Improvement Account (CMIA), and the Trade Corridor Infrastructure Fund (TCIF) bond programs to reflect the project changes would be required. These CTC actions would be followed by an amendment to the RTIP, which also requires federal approval, at the earliest practical opportunity to reflect required changes and associated CTC actions.

Given the potential that the State may be unable to issue bonds in the financial markets even if it resolves its budget shortfall, and the budget situation may extend further into the future, staff will develop options and assess their potential longer-term impacts on the SANDAG transportation program. The best information available at the time will be brought to the Independent Taxpayer Oversight Committee (ITOC), the Transportation Committee, and the Board of Directors at the earliest opportunity. Any new information will be shared with the Board at that time, including more refined information on the options discussed in this report and any feedback from the various regulatory agencies.

Mr. Nuncio stated that for the longer term SANDAG is looking for the federal economic stimulus funds to replace the bond funds within the next 8 months. He stated that market conditions are volatile and given the potential that the state would not be able to issue bonds even if its budget issues are resolved, it could have long-term impact to the Plan of Finance (POF). Staff is updating the POF and looking at long-term impacts of all the actions that are being considered. As staff develops this long-term picture we will return with more information.

Mr. Nuncio stated that the next steps after Board approval would be to seek CTC approval to reprogram funds, approval of an amendment to the RTIP, and FHWA approval. Staff continues to monitor the federal economic stimulus package.

Mr. Nuncio stated that the ITOC supports the recommendation in concept and would like to review the RTIP amendment prior to its approval.

Mr. Gallegos stated that he and Mr. Orso-Delgado met with contractors to ensure their support of the cash management option. The contractors stated that under the current conditions they would only be able to continue working for weeks without full payment. They gave assurances that they would work with SANDAG and Caltrans as long as they could. Mr. Gallegos stated that he is working with the CTC to schedule a special meeting to approve our action. He stated that he has received favorable responses from the CTC and the CTC has applauded SANDAG's commitment to finding a way to keep projects on course. This course of action will allow for some sales tax funds to be used in a staged method to keep projects from being shut down.

Brad Barnum, Vice President Government Relations, American General Contractors (AGC) expressed his appreciation for SANDAG's commitment to finding a solution to the current crisis. He stated that contractors remain concerned with receiving monthly payments and are partnering with SANDAG to meet with our legislative delegation and discuss solutions. He stated that he support the staff proposal of cash management. He also expressed his support for the stimulus package of projects SANDAG has developed for the region.

Jeff Turner, Flatiron Construction, stated that his company is the contractor for several of the projects affected and he appreciated the support received from SANDAG and Caltrans. He stated that an interruption in payments to the subcontractors will affect their ability to continue to operate. He expressed Flatiron's support for the cash management plan.

Councilmember Tony Young (City of San Diego) expressed his support for the staff proposal and stated that we need to make sure that contractors are paid for the work they have already completed.

Mr. Gallegos stated that a contract is awarded for a certain total amount and the contractor submits progress reports and invoices each month for the work done the prior month. Last month, the state came very close to not paying the progress invoice. The staff proposal will allow us to pay the contractors for the work completed and continue paying for several more months depending on the project.

Councilmember Young asked what the risk of lawsuits would be, and Mr. Gallegos stated that the risk would be very high.

Councilmember Young asked whether private financing sources were considered to bridge the funding gap.

Discussion ensued regarding sources of private financing, use of *TransNet* funds and the impact to the POF, sales of bonds in the current market, and the fact that any funds borrowed would have to be paid back and what mechanism SANDAG would have for that.

Supervisor Ron Roberts expressed his support for the staff recommendation. He stated that the state has stopped paying its bills and if this continues it will force us to have to borrow more funds to keep projects moving beyond the five to eight months. Supervisor Roberts asked how many more months could SANDAG continue paying for projects with this action

until it would have to borrow more funds. He also asked what date could SANDAG expect to receive the funds after state and federal approval in order to implement this plan.

Mr. Gallegos stated that each project had a different timeline and it varied from corridor to corridor. The staff recommendation is a debt consolidation concept that keeps the exchange of funds within each corridor to ensure the project keeps moving forward. Mr. Gallegos stated that we could move forward with the funding exchange of *TransNet* monies as soon as we have CTC approval, which we expect at the end of January. At the same time we would seek federal approval and hope to have FHWA approval by the end of February.

Supervisor Roberts asked whether with that timeline we could meet contractor progress payment deadline with little or no delay each month. He expressed his concerns that if we have to slow down projects subcontractors would not get paid and not be able to continue to work on the project due to cash flow problems. Supervisor Roberts expressed his concerns that this could cause an overall increase in costs for each project. He stated that SANDAG needs to find a way to avoid any law suits.

Mr. Gallegos stated that the contractors have stated they will work with Caltrans and SANDAG and would continue to work on projects with no slow down. He stated that we are pursuing this action as aggressively and urgently as possible to ensure funding continues to be available. Mr. Gallegos stated that any lawsuits would be between the contractor and subcontractor as SANDAG just provides the pass through for funding.

Mr. Orso-Delgado stated that Will Kempton, Caltrans Director, was testifying to the PMIA Board today to ask it to meet the January progress payments. If the PMIA Board agrees to do so, we should be able to meet the January payments but February progress payments would still be at risk. He stated that the plan now is to federalize all the projects so that the federal stimulus money can be put into these projects. As long as we substitute state or sales tax funds now, we can backfill with the federal stimulus money later.

Mayor Desmond stated that even after we put this plan into action and reprogram these funds, there is no guarantee that the state will pay the contractors; the state can use the bond money elsewhere. He also requested clarification regarding what 100 percent means in the staff recommendation; does that amount of funding meet the five- to eight-month estimates for each corridor or if we approve less funding than the staff recommendation does that mean each project would not be able to be funded up to that five- to eight-month estimate.

Mr. Gallegos stated that the recommendation is to move enough funds within the corridor to continue the projects for each respective length of time from five to eight months. He stated that if the state does not release bond funds, we would look at using the federal economic stimulus funds to backfill. These projects are already in progress and need to keep moving forward. There is a good probability they would be funded with the stimulus dollars to replace the bond dollars. Mr. Gallegos stated that we still need assurances that those bond dollars would come back to our regional projects. He stated that the new administration has given every indication that there would be a federal stimulus package of some kind. Although we don't know the details we do know that ready-to-go projects are one of the priorities.

Councilmember Bob Campbell (North County Inland) asked who would have to pay the costs involved if in the worst case scenario we had to shut down projects.

Mr. Gallegos stated that ultimately the taxpayer would have to pay for those costs. He stated that the end effect would be less money in *TransNet* so there would be less money for future projects in the 40-year POF.

Councilmember Hall stated for that very reason it is essential that this committee knows what the long-term impacts will be and asked that a report be given to the Transportation Committee detailing those long-term impacts.

Mr. Gallegos stated that staff would not be able to provide that type of detailed report because there were too many unknowns at this time: the state budget, the economic impact on sales tax revenues, and the federal stimulus package. He stated that the only way to see what impacts will be is to approve today's recommendation and monitor the impacts over time; today's decision can always be amended later.

Mr. Orso-Delgado stated that in reference to law suits any settlement costs would be paid with Proposition 1B funds thus decreasing the amount of funds available for other future projects.

Councilmember Todd Gloria (City of San Diego) requested clarification on the approval necessary to make the cash management option work and what kind of timeline would be expected.

Mr. Gallegos stated that after Board approval, we would seek CTC approval to reprogram the *TransNet* funds and then FHWA approval to reprogram the federal funds in each corridor. Once the CTC acts, we can begin to move funds and we have received every indication of support at the federal level.

Mr. Orso-Delgado stated that we have the liquidity to move the *TransNet* funds immediately but it would take somewhat longer to move the federal funds, approximately a month or two would be reasonable.

Councilmember Gloria stated that if the FHWA approval were added as part of the staff recommendation it would clarify the timeline and approval process to which the maker and second of the motion agreed.

Councilmember Young expressed concern that the federal economic stimulus package would be very specific in the parameters and qualifications for projects to be eligible for funding and asked staff whether our project list would be competitive.

Mr. Gallegos stated that the information they have received regarding the federal package is that emphasis will be placed on projects that are ready to go to create jobs and put the money to work immediately. We have focused on those types of projects and have a competitive list for the stimulus package.

Councilmember Young stated that we need to ensure that our federal delegation is aware of how competitive our list of projects is to ensure their support, and Mr. Gallegos stated that he has been in contact with the legislators to ensure their knowledge and support.

Supervisor Roberts expressed his concerns that the state budget situation will negatively affect the chances of California or our region to receive the federal stimulus funds. He stated that the federal government might consider it too much of a risk when the state is not able to meet its own responsibilities.

Action: Upon a motion by Supervisor Roberts and a second by Councilmember Hall, the Transportation Committee recommended to the Board of Directors a Cash Management option as outlined in this report where programmed federal formula and *TransNet* funds within the Interstate 15, SR 52, and SR 905 major corridors would be used on Proposition 1B bond-funded elements of their respective corridors up to the Board-approved budget amount. Use of *TransNet* funds through a funds consolidation to the state bond-funded elements of the three corridors would be contingent on California Transportation Commission action to approve the necessary bond program amendments contingent on SANDAG and Federal Highway Administration approval of any related Regional Transportation Improvement Program amendments.

5. UPDATE ON CALIFORNIA STATE BUDGET IMPACTS TO TRANSPORTATION PROJECTS (INFORMATION)

Mr. Gallegos and Mr. Orso-Delgado provided an oral update on the status of the California State budget situation and potential impacts to transportation programs and projects.

Action: This item was presented for information.

REPORTS

6. TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENT (APPROVE)

Sookyung Kim, Financial Programming Manager, presented the item. At the June 2006 meeting, SANDAG Board of Directors approved the FY 2007 Transportation Development Act (TDA) allocations including the non-motorized program. One of the projects, the City of La Mesa's University Avenue-Yale Avenue, Sidewalk Improvements, has experienced an increase in cost, and the City requests additional funding to cover the increased costs. The Bicycle-Pedestrian Working Group (BPWG) reviewed the request at its July 2008 meeting and recommends approval.

The construction cost deficit for the project is \$79,200. The bicycle program guidelines allow requests for additional funding not to exceed 5 percent of the initial allocation. For this project, 5 percent represents \$10,400. The City is requesting this amount from TDA with an additional \$68,800 to be funded by various sources from the City. The additional TDA would be funded from the existing Bicycle-Pedestrian TDA reserve. Currently there is approximately \$661,700 remaining in the Bicycle-Pedestrian TDA reserve. Upon approval of this amendment, the Bicycle-Pedestrian TDA Reserve would be reduced to approximately \$651,300.

Action: Upon a motion by Councilmember Young and a second by Councilmember Hall, the Transportation Committee adopted Resolution No. 2009-13 (Attachment 1), approving the revised TDA claim for the City of La Mesa.

7. 2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP): AMENDMENT NO. 2 (APPROVE)

Ms. Kim presented the item. At its meeting on July 25, 2008, the SANDAG Board adopted the 2008 RTIP, the five-year program of major transportation projects in the San Diego region covering the period from FY 2009 to FY 2013. SANDAG processes amendments to the RTIP on a quarterly basis based on requests from member agencies. The ITOC reviewed this amendment, focusing on the *TransNet* Program of Projects, and recommended approval to the Transportation Committee.

SANDAG transmitted the draft project amendment to interested parties for a 15-day public review. The comment period ended December 30, 2008, and no comments were received. Ms. Kim summarized the proposed amendments and provided additional information regarding those projects included in the *TransNet* Program of Projects. Caltrans projects included the SR 52 Freeway (CAL26)/Noise Barrier Program (CAL69), the SHOPP Collision Reduction (CAL46B)/SHOPP Bridge Preservation (CAL46D), and the SR 11 (CAL66) project. The City of Lemon Grove project included in the amendment is the Street Improvements (LG13) and SANDAG projects include the Joint Transit Operations Center (SAN13)/Escondido Maintenance Facility (SAN31, Non-motorized Projects (SAN21) which adds the Bayshore Bikeway extension project, the Feasibility Study for MAGLEV (SAN49), and the I-15 Integrated Corridor Management Project (SAN94. MTS projects include the *TransNet* Expanded Service Subsidy (MTS23A) and the Mission Valley East (MVE) LRT Operating (MTS27A)/Bus & Rail Rolling Stock (MTS28). Also included in the amendment is the Smart Growth Incentive Program (V04).

Ms. Kim stated that the City of Vista was unable to submit projects for inclusion in the 2008 RTIP during the update timeframe. This amendment carries forward several projects from the 2006 RTIP. These projects include: Street Rehabilitation and Maintenance (VISTA03), SR 78 Corridor Enhancement (VISTA07), West Vista Way Widening (VISTA08), Olive Avenue Sidewalks (VISTA10), ADA Street Sidewalk Improvements (VISTA13), Grapevine Road Street Improvement (VISTA17), Maryland Drive Sidewalks (VISTA19), Inland Rail Trail Bike Lane Facility (VISTA22), Taylor Street Improvements (VISTA26), Foothill Overlay and Improvements (VISTA27), Thibodo Road Curb and Landscaping (VISTA28), and La Mirada Drive and Poinsettia Avenue Signal and Intersection (VISTA29). Two projects propose to reduce funding - Street Rehabilitation and Maintenance 07/08 (VISTA30) and Street Rehabilitation and Maintenance 08/09 (VISTA34).

Ms. Kim reviewed the Fiscal Constraint Analysis and stated that federal regulations require the 2008 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. Tables 2a through 2c (Attachment 3) provide updated program

summaries including a comparison from the prior approved version. (Chapter 4 of the Final 2008 RTIP discusses, in detail, the financial capacity analysis of major program areas including discussion of available revenues). Based upon the analysis, the projects contained within the 2008 RTIP, including Amendment No. 2, are reasonable when considering available funding sources.

Ms. Kim reviewed the Air Quality Analysis and stated that on July 25, 2008, SANDAG found the 2008 RTIP in conformance with the Regional Air Quality Strategy/State Implementation Plan (SIP) for the San Diego region. All of the required regionally significant capacity increasing projects were included in the quantitative emissions analysis conducted for the 2030 San Diego Regional Transportation Plan: Pathways for the Future (2030 RTP) and the 2008 RTIP. The FHWA and the FTA jointly approved the conformity determination for the 2008 RTIP and the conformity re-determination for the 2030 RTP on November 17, 2008.

Projects in RTIP Amendment No. 2 meet the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). All capacity increasing projects in Amendment No. 2 were included in the quantitative emissions analysis conducted for the 2030 RTP and 2008 RTIP. All other projects not included in the air quality conformity analysis are either noncapacity increasing or are exempt from the requirement to determine conformity according to the Transportation Conformity Rule (40 CFR §93.126). SANDAG followed interagency consultation procedures to determine which projects are exempt. Amendment No. 2 does not interfere with the timely implementation of Transportation Control Measures. The 2008 RTIP, including Amendment No. 2, remains in conformance with the SIP.

Action: Upon a motion by Councilmember Young and a second by Mayor Desmond, the Transportation Committee adopted Resolution No. 2009-14 (Attachment 1), approving Amendment No. 2 to the 2008 RTIP.

8. FY 2010 FEDERAL TRANSPORTATION APPROPRIATIONS PROPOSALS (RECOMMEND)

Victoria Stackwick, Associate Legislative Analyst presented the item and stated that each year, SANDAG approves a list of transportation projects for funding consideration during the annual federal appropriations process. It is anticipated that the FY 2010 transportation appropriation process will begin in early February 2009. In order to provide Members of Congress with SANDAG proposals for this next cycle of funding, the Board of Directors should approve a list of projects in January 2009. With possible passage of a federal economic stimulus package, and in light of the many competing needs that Congress is facing currently, it is likely that the funding levels for discretionary projects through the annual appropriations process will be limited.

Ms. Stackwick stated that Attachment 1 lists proposed FY 2010 project funding requests, which includes prior year submittals, new transit requests, and local projects meeting the approved criteria.

On October 17, 2008, the Transportation Committee approved criteria for selecting local transportation projects for consideration in the FY 2010 federal transportation appropriations cycle. A local project must meet all of the four eligibility criteria before it will be considered for the FY 2010 federal funding cycle. The intent of the eligibility criteria is to ensure that a proposed project is included in the adopted Regional Transportation Plan, has

at least a minimum threshold commitment of local funding, can use the requested funding in a timely manner and has obtained federal environmental clearance. Two of the local projects, South Santa Fe Widening and Rancho Santa Fe Roundabouts, are in the process of seeking approval of their National Environmental Protection Act (NEPA) document from Caltrans, which has been granted NEPA delegation authority. Caltrans has indicated that approval of the NEPA documents will be granted once federal funds are programmed on the projects. Federal funding is scheduled to be programmed for these projects as part of the next RTIP in 2009. As a result, these projects were deemed to meet the federal environmental clearance eligibility criterion.

Based on information submitted on the SANDAG FY 2010 appropriations form, staff reviewed the eligible projects using the following evaluation criteria: project is ready to advertise; project is in construction and requires additional funding; project improves the security and safety in the region; project protects the region's investment in infrastructure, including rolling stock; project will achieve environmental justice objectives; and project includes a mitigation measure required by an approved federal environmental document.

Using the federal fiscal year 2010 (October 1, 2009–September 30, 2010) as the timeframe, projects were given one point for each evaluation criterion the project fulfilled. The two Environmental Justice criteria were measured by taking a half-mile radius around each project and comparing income and race to the rest of the region. Areas that provided increased accessibility to minorities and those with income below the region's median income were given half a point for each, respectively.

Fourteen local project proposals were received from the Cities of Coronado, Chula Vista, Encinitas, Escondido, National City, San Diego, and Vista, and the County of San Diego. Attachment 2 lists the local project submittals and their assessment against the approved eligibility and evaluation criteria. Staff recommends including the 11 local projects that meet two or more of the evaluation criteria in the FY 2010 federal transportation appropriations process. Ms. Stackwick reviewed the recommended projects and proposed funding level for each.

Following Board approval of the proposed list of projects, staff will initiate the necessary steps to participate in the appropriations process, including scheduling the joint Metropolitan Transit System, North County Transit District, and SANDAG staff meetings in February with Congressional staff, the joint Board member meetings with the Congressional delegation, and submittal of the federal appropriation request forms. Passage of the FY 2010 Transportation Appropriations bill is anticipated by the end of December 2009.

Mayor Desmond asked whether the funds received were lump sum or designated for specific projects, and Ms. Stackwick stated the funds were for each specific project.

Councilmember Gloria asked if the SR 15 Bikeway project included funding for mitigation, and Ms. Stackwick replied that the City of San Diego submitted the project but she did not know if whether it included mitigation.

Duncan McFetridge, Save Our Forests and Ranchlands (SOFAR) commented on the current economic crisis and stated that this committee needed to develop a long-range plan and

response to the crisis. He gave a brief presentation to the committee on the future of transportation in the San Diego region.

Mayor Desmond commented that under the evaluation criteria it would be helpful to show how the project reduces congestion and its carbon footprint.

Supervisor Roberts expressed his concerns that for transit one of the issues for funding is that the earmark is only \$10 million. He stated that our region may not be competitive enough to get any of that funding. He stated that we need to improve our transit system and we need to find a method to fund transit for the region that is reliable.

Action: Upon a motion by Mayor Pfeiler and a second by Councilmember Hall, the Transportation Committee recommended that the Board of Directors approve the list of projects (Attachment 1) for submittal to the San Diego Congressional delegation in the FY 2010 federal transportation appropriations cycle.

10. 2030 REGIONAL TRANSPORTATION PLAN: ONE-YEAR REVIEW (INFORMATION)

Heather Werdick, Senior Regional Planner presented the item and stated that the 2030 Regional Transportation Plan (RTP): Pathways for the Future was adopted by the Board of Directors on November 30, 2007. During and after the close of the public comment period for the 2030 RTP and its Environmental Impact Report (EIR), a number of issues were raised by the State Attorney General's office, community groups, and members of the public relating to climate change activities, smart growth practices, transit planning efforts, and regional and corridor studies.

At the November 30, 2007, meeting, the Board of Directors directed staff to conduct a one-year progress report on 2030 RTP issue areas discussed at the meeting, such as climate change, transit planning, smart growth incentives, and corridor studies, to be presented to the Transportation Committee.

This informational report provides a progress report on a number of planning activities currently underway that will be incorporated into the development of the next RTP update. Additionally, information regarding a number of efforts SANDAG agreed to undertake as part of a settlement agreement related to the 2030 RTP EIR is included. Attachment 1 includes an update on the progress to date on these planning issues since the adoption of the 2030 RTP.

As part of the development of the FY 2010 Overall Work Program and Budget, staff will prepare the work program for the 2050 RTP to be adopted in 2011. The work program will incorporate many of the activities discussed in this status report. In addition, provisions of Senate Bill (SB) 375 will be addressed in the RTP Work Program. SB 375 incorporates greenhouse gas (GHG) planning requirements into the RTP process, provides California Environmental Quality Act (CEQA) streamlining for certain local development projects that are consistent with regional plans meeting GHG emission targets, and aligns the RTP process and the Regional Housing Needs Assessment, which is mandated by State Housing Law. Updated RTP guidelines adopted by the California Transportation Commission in May 2008, which are related to addressing climate change and GHG emissions during the RTP process, also will be considered in the development of the next RTP Work Program. Staff will return

to the Transportation Committee with a proposed work program for the 2050 RTP in the next few months.

Mayor Desmond commented that an intermodal transit center is being considered in the Destination Lindbergh Plan to be located at the airport. He commented that the intermodal transit center should be included in the 2050 RTP.

Mr. Gallegos stated that the RTP is updated regularly and once SANDAG receives the aviation component from the SDCRAA the intermodal transit center could be added at that time.

Mr. McFetridge, SOFAR, gave a brief presentation regarding transit based communities and the settlement agreement and stated that SOFAR is in disagreement with SANDAG in two areas; the first deals with smart growth centers and the second deals with the criteria for funding smart growth areas. He stated that transit mode share goals should be one of the criteria.

Councilmember Hall stated that SANDAG manages transit smart growth and densification. He commented that Carlsbad has been working on a smart growth project for several years and is working with NCTD now to bring smart growth to every SPRINTER stop. He stated as difficult as it is to create smart growth there are current projects at work.

Councilmember Gloria stated that he recently attended a public meeting with the Mid-City Rapid Transit Working Group and stated that their enthusiasm is very high. He expressed his support for the project and appreciation to SANDAG for bringing it forward.

Action: This item was presented for information.

11. CALIFORNIA STATEWIDE HIGH-SPEED PASSENGER RAIL SYSTEM QUARTERLY UPDATE (INFORMATION)

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 train (HST) 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. SANDAG continues to work cooperatively with the CHSRA to advance San Diego's HST corridor.

In late 2008, the Southern California Association of Governments, San Diego County Regional Airport Authority (SDCRAA), Riverside County Transportation Commission, and San Bernardino Associated Governments, in addition to SANDAG and the CHSRA, approved a Memorandum of Understanding to formalize this cooperative working relationship to advance the Los Angeles to San Diego via Inland Empire HST corridor.

The passage of Proposition 1A on the November 4, 2008, ballot by 52 percent of Californians resulted in \$9 billion in bond funds being earmarked for the entire statewide network. While the CHSRA has set the initial phase from Anaheim to San Francisco, work is continuing on all corridors.

The next phase of feasibility analysis for our HST corridor officially kicked off November 18, 2008, with the San Diego County Technical Working Group (TWG) initial meeting. The TWG is a group of stakeholders that will review and provide comments on the feasibility study. Similar groups have met in Los Angeles, San Bernardino, and Riverside Counties.

In addition to completing the feasibility study between Los Angeles and downtown San Diego, the consultant team also will complete an initial feasibility study of extending the high-speed service to the International Border and the possibility of running high-speed commuter rail service along the entire San Diego county HST alignment. Findings are expected from both tasks by June 2009. The feasibility study currently underway will confirm the alignment and station locations for the entire corridor by June 2009. Based upon this information, further engineering and project-specific environmental work would be completed by 2011, with a record of decision for the corridor as early as December 2011.

At its November 16, 2007, meeting, the Transportation Committee reviewed a preliminary scope of work for the San Diego Regional Air-Rail Network Study, a study to: (1) identify high-speed rail connections to southern California airports that could provide relief to San Diego's Lindbergh Field; and (2) identify the potential for high-speed rail to relieve short-haul air demand and free up capacity at Lindbergh Field for long-haul and/or international flights. This work will be completed cooperatively between SANDAG, SDCRAA, and the other agencies mentioned above.

The consultant team for the Los Angeles to San Diego via Inland Empire corridor also will conduct the initial phase of the Regional Air-Rail Network Study, using the findings from both the Los Angeles to San Diego via Inland Empire feasibility study and the International Border Special Study. This will be considered as Phase 1 of the Airport Multimodal Accessibility Plan, as outlined in Senate Bill 10 (Kehoe). Phase 2 will review the feasibility of other modes to these regional aviation facilities and is expected to be completed in FY 2010, in time for inclusion in the 2011 Regional Transportation Plan.

Mike Zdon, project consultant gave a presentation that provided background on high-speed trains and described the system proposed for California. He reviewed what local benefits are achieved with high speed rail and the savings in travel time with high speed rail. Mr. Zdon reviewed the key milestones from 1999 when the CHSRA was established to the current status of the project.

Mr. Zdon reviewed the proposed alignment and briefly discussed the program EIR/EIS for the corridor. He reviewed the membership of the San Diego County Technical Working Group and stated that the next steps are to update the alignment and the station concept study, begin preliminary engineering, continue environmental studies, and to reach a record of decision by December 2011.

Action: This item was presented for information.

13. MID-COAST CORRIDOR TRANSIT PROJECT UPDATE (INFORMATION)

Leslie Blanda, Mid-Coast Corridor Director, presented this item and stated that today's update will focus on activities scheduled to be completed in the next six months. These include: alternatives development; preparation of a Public Involvement Plan for public

scoping; public scoping for the draft environmental document; Board approval of a Locally Preferred Alternative (LPA), or alternatives, for scoping and the draft environmental document; and preparation of the Federal Transit Administration (FTA) Preliminary Engineering Application.

Ms. Blanda stated that the Mid-Coast Corridor Transit Project is a *TransNet* Early Action Project. The Project extends Trolley services from Old Town to University of California, San Diego (UCSD) and University City.

Ms. Blanda displayed a map of the Board-approved LPA for the project and stated that the project will start just north of the Old Town Transit Center and will travel within the existing railroad right-of-way to approximately SR 52. There are three stations located in this area which are Tecolote Road, Claremont Drive, and Balboa Avenue.

Ms. Blanda stated that the alignment continues on the east side of I-5 and serves the University Center Lane Station. The alignment crosses to the west side of I-5 and serves the UCSD West Station. The alignment crosses back over I-5 at Voight Drive and serves the UCSD East Station. At this point, there are two alternative alignments: one continues on Genesee Avenue and the other on Regents Road and Executive Drive. There is a station proposed at Executive Drive. The alignment terminates at the University Towne Centre (UTC) Station adjacent to the planned UTC Transit Center.

Ms. Blanda stated that development and evaluation of alternatives is proceeding. The alternatives include: a revised LPA; an additional light rail transit (LRT) alternative; a commuter rail shuttle alternative; bus rapid transit (BRT) alternatives; a no-build alternative; and a transportation systems management (TSM) alternative. The LRT, BRT, and commuter rail alternatives are considered to be the build alternatives.

The build alternatives are being developed using a three-step process. The first step defined and evaluated various alignment segments for all three transit modes. Alignment segments with fatal flaws were eliminated. Fatal flaws included: excessive curvature; steep grades; inadequate clearances; and right-of-way constraints where acquisition would include buildings.

In the second step build alternatives were defined by combining feasible alignment segments. The build alternatives include: a revised LPA with two alignment variations at the north end; a new LRT alternative; three BRT alternatives; and a commuter rail shuttle alternative.

Next the build alternatives were developed which included: preparing conceptual engineering plans; conceptual operating plans; capital and operating cost estimates; reviewing environmental constraints; forecasting ridership and use benefits; and calculating cost effectiveness.

Ms. Blanda stated that after the build alternatives are developed, the alternatives will be evaluated within each mode. The most effective build alternatives will be carried forward to the third step. At least one alternative in each mode will be carried forward.

Ms. Blanda stated that Step 2 is just being completed. In Step 3, the remaining build alternatives will be refined to improve cost effectiveness and minimize potential environmental impacts. The alternatives will then be evaluated and compared. A comparison between modes will be completed in Step 3.

At the conclusion of Step 3, the Draft Comparative Evaluation Report will be prepared. The draft report will present the build alternatives and the results of the detailed analysis. The draft report will recommend a LPA, or build alternatives, to carry forward to public scoping.

The draft report will be presented to the Transportation Committee in March 2009. The Board will be asked to approve an LPA, or alternatives, for public scoping in March 2009.

Ms. Blanda stated that a Final Comparative Evaluation Report will be prepared after public scoping. The report will document: public scoping comments and refinements to the LPA, or alternatives, based on public scoping comments. The final report will be presented to the Transportation Committee in June 2009. The Board will be asked to approve an LPA, or alternatives, for inclusion in the draft environmental document in June 2009.

Ms. Blanda stated that coordination with key agency stakeholders will continue throughout the alternatives development process. The key stakeholder agencies include: Caltrans; the City of San Diego; MTS; NCTD; and UCSD. Each of these key stakeholders either owns the property on which the Mid-Coast Project will be constructed or through agreement maintains and operates such property.

The draft environmental document will be developed in compliance with CEQA and NEPA. It will build upon the previously approved environmental documents for the project. The draft environmental document will evaluate the effects of the LPA or build alternatives to determine any potential environmental impacts.

The Public Involvement Plan for the Mid-Coast Project is under development. The Plan will focus on the public scoping period and public involvement during preparation of the draft environmental document. Public involvement will commence with Public Scoping in April 2009.

The Board will be asked to approve an LPA, or alternatives, for scoping in March 2009. Public scoping will be conducted in April 2009. Once the public scoping period is complete, the public scoping comments will be reviewed and evaluated. The LPA or alternatives will be refined based on public scoping comments.

The Final Comparative Evaluation Report will be completed. The Board will be asked to approve a LPA or alternatives for the draft environmental document in June 2009.

Ms. Blanda stated that there are two actions needed before Preliminary Engineering can proceed. The first is Board selection of a LPA. The second action is FTA approval of the Preliminary Engineering (PE) Application. The Board may select an LPA in June 2009. If the Board selects an LPA, the PE Application would be submitted to the FTA in the summer of 2009. To achieve this schedule, preparation of portions of the PE Application will be initiated in January 2009.

The New Starts Application, which is a portion of the PE Application, would be rated by the FTA in fall 2009. The project's New Starts Rating would be published in the FY 2011 New Starts Report in February 2010.

Councilmember Hall asked if tunneling was part of the project, and Ms. Blanda stated that tunneling was planned for under Genesee Avenue to UTC for one of the alternatives.

Clive Richard, a member of the public, stated his support for the project and suggested running the line through Balboa where rights-of-way are already in place. He commented that he would like to see the project move forward faster.

Action: This item was presented for information.

12. INTERSTATE 5 CORRIDOR BRIEFING (INFORMATION)

Rachel Kennedy, Senior Regional Planner, introduced the item and stated that at the October 17, 2008, meeting, Transportation Committee members requested an update on the I-5 corridor. Allan Kosup, Caltrans Corridor Director, presented the item.

Mr. Kosup stated that I-5 is a lifeline route for the San Diego/Baja California Region and is a corridor of economic significance for the nation, providing a critical link for commercial vehicles traveling between the United States (U.S.)/Mexico border and the greater Los Angeles basin. Interstate 5 is a principal north-south transportation corridor in the western United States and is part of the National Highway System, which extends from the Mexican border to the Canadian border. Interstate 5 handles cross-border trade with Tijuana, Mexico, the busiest international border crossing in the world, and serves as the predominant commuter link for the coastal communities of San Diego County.

This report focuses on the three major segments of I-5 in which SANDAG and Caltrans are currently conducting planning and project development activities: the North Coast segment, which includes the section from Vandegrift Boulevard to Genesee Avenue, the Central segment, which extends from Genesee Avenue to State Route (SR) 54, and the Southern segment from SR 54 to the international border with Mexico (Attachment 1).

Mr. Kosup stated that the I-5 North Coast average daily traffic volume at the highest use area near Del Mar Heights Road is currently 225,000. Peak period congestion occurs daily on I-5 from Sorrento Valley to Encinitas, in both the north and southbound directions. The forecast traffic volume for the year 2030 is 345,000 vehicles per day (at Del Mar Heights Road). Between 7 percent and 10 percent of the trips on I-5 are made by trucks. This is nearly twice the average of the San Diego region's freeway system, and includes approximately 10,000 daily truck trips.

The I-5 North Coast project will widen I-5 to include a four-lane high occupancy vehicle (HOV)/Managed Lanes facility between Genesee Avenue and Vandegrift Boulevard (27 miles). Interstate 5 also will be widened from an eight-lane to a ten-lane freeway between Del Mar Heights Road and the I-5/SR 78 Interchange. The project also contains operational improvements including interchange modifications, Direct Access Ramps into the HOV/Managed Lanes facility, and auxiliary and truck climbing lanes to provide adequate

capacity and weave area for entering and exiting traffic. Rapid bus transit service will operate on the I-5 HOV facility during the peak periods, consistent with the 2030 RTP.

The project will pass through seven jurisdictions including: San Diego, Del Mar, Solana Beach, Encinitas, Carlsbad, Oceanside, and San Diego County, cross six lagoons (Los Peñasquitos, San Dieguito, San Elijo, Batiquitos, Agua Hedionda, and Buena Vista), and three bodies of water (Los Peñasquitos Creek, the San Dieguito River, and the San Luis Rey).

The I-5 North Coast project strives to reduce current and future congestion in the North San Diego area, provide HOV/Managed Lanes to enhance mobility for carpools and buses, enhance goods movement between Mexico, San Diego, and Los Angeles, and minimize environmental impacts while enhancing corridor scenic values and community character.

As part of developing the I-5 North Coast project plans, Caltrans and SANDAG also are addressing capacity improvements to the Coastal Rail Corridor which parallels I-5. San Diego's coastal rail corridor is part of the nation's second busiest, behind the Northeast Corridor between Boston and Washington D.C., in terms of riders. The NCTD operates Coaster commuter rail service along the predominantly single-track corridor, and carries nearly 7 percent of trips in the I-5 North Coast corridor during the morning peak. Amtrak also operates Pacific Surfliner intercity passenger rail services and Burlington Northern Santa Fe Railway operates freight service on the same track.

Supervisor Roberts expressed his concern about moving the project forward if there is state funding involved. He stated that we should not bring forward new projects until there is a resolution to the state budget crisis. He stated that we don't want to create liabilities for the agency.

Mr. Gallegos stated that this project is a good example of us working with the state to make sure we don't start a project until we know the funding is in place. He stated that we would not award the project without that funding. Mr. Gallegos stated that we need to continue planning to ensure the corridors are ready to go so when the opportunity is there we can take it. He stated that we always assume we will get funding for the planning but we stop short of the actual construction or award of contract.

Councilmember Hall expressed concern regarding the alignment of the project and how it could be affected if the proposed energy plant in Carlsbad is approved. He asked for a report back and staff said they would return to discuss that option if the energy plant is approved.

Ms. Kennedy stated that in June 2003, SANDAG completed the Central I-5 Corridor Study which provided recommendations for the section of I-5 from Sea World Drive to SR 54. The ongoing efforts described below build upon the previous corridor study and aim to improve access and mobility in this corridor segment.

The Downtown Community Plan Final Environmental Impact Report (March 2006) identified two mitigation measures for the I-5 corridor in downtown San Diego. Mitigation Measure TRF-A.2.1-1 calls for a multijurisdictional effort to develop a detailed, enforceable plan to identify transportation improvements and funding sources that would reduce congestion on I-5 through downtown. This study would focus on the portion of I-5 between Laurel Street

and Commercial Street and is currently on hold pending information from the efforts presently underway in the study of Lindbergh Field and its surrounding transportation network.

CCDC is currently revisiting the Transportation Chapter (Chapter 7) of the Downtown Community Plan and building an "Action Initiative Framework" designed to review the goals and policies set forth in that chapter. As part of the Framework, CCDC will conduct a policy/project audit to assist in establishing, or reestablishing, transportation priorities including the I-5 Corridor Study. This will allow better definition of the purpose, scope, and time frame for the I-5 Corridor Study, and incorporate new information brought forth in the Complete Community/Complete Mobility study and other studies currently underway (Sustainability Master Plan, Downtown Design Guidelines, etc.). Senior staff will provide guidance on study priorities and funding. The Framework process will be a three-month effort; it is anticipated that a scope and contract for the I-5 Corridor Study would be prepared in April 2009.

The second mitigation (TRF A.2.2-1) includes a traffic study by CCDC, in consultation with the City of San Diego and Caltrans to determine the potential effects associated with the elimination of the I-5 Cedar Street off-ramp and the conversion of Cedar Street from a one-way to a two-way street. The report also will identify roadway modifications that would minimize potential impacts on local surface streets and I-5. The initial kick-off meeting for this study was held on December 2, 2008, and included participation from Caltrans, City of San Diego, and SANDAG staffs. The study is anticipated to be completed in spring 2009.

The Destination Lindbergh scope of work developed cooperatively by SANDAG, the City of San Diego, and the San Diego County Regional Airport Authority focuses on three key objectives: (1) determine the ultimate build out of Lindbergh Field; (2) review the potential for an intermodal transportation center; and (3) determine actions that would reduce traffic on surrounding arterial streets (e.g. Laurel, Grape, Hawthorne, and Harbor Drive). As part of this planning effort, Improvements that would provide direct access from I-5 into an airport facility also are being reviewed.

It is anticipated recommendations from the Destination Lindbergh study will be reviewed by SANDAG, the City of San Diego, and the San Diego County Regional Airport Authority in late January or early February as required by a Memorandum of Agreement approved in early 2008. Immediate Past Chair Mary Sessom and Board Member Jack Dale have represented SANDAG on the Destination Lindbergh Ad Hoc Policy Advisory Board since February of 2008. Other cooperative planning agencies include Caltrans, MTS, NCTD, the Port of San Diego, Marine Corps Recruit Depot (MCRD), and the Federal Aviation Administration (FAA).

Caltrans, Chula Vista, and SANDAG are working collectively on two efforts within the I-5 south corridor. Caltrans is preparing a highway Project Study Report (PSR) for the I-5 south corridor from I-15 to the international border with Mexico. In addition to the freeway PSR, the three agencies will be collaborating on the I-5 South Multimodal Corridor Study, which will provide a more detailed multimodal analysis of the I-5 South corridor between SR 54 and Main Street in the City of Chula Vista.

At their respective October 24, 2008, and November 4, 2008, meetings the SANDAG Board of Directors and Chula Vista City Council approved to enter into a Memorandum of Understanding and include the I-5 South Multimodal Corridor Study in their respective budgets. The study, which is funded in part through federal discretionary funding included in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is a collaborative effort among Caltrans, the City of Chula Vista, and SANDAG.

The study will evaluate multimodal improvements to accommodate current and future travel demand in the I-5 South corridor from Main Street through SR 54 in the City of Chula Vista. It focuses on freeway and interchange improvements, including current interchange spacing and operation; light rail transit and freight rail services running parallel to I-5; and transit/pedestrian/bicycle circulation adjacent to I-5. The study will propose capital improvements, including preliminary engineering and environmental analysis with estimated costs and a conceptual phasing plan for financing and construction. As described above, the study will allow for the development of a systems level planning analysis for the I-5 South corridor, which will be followed by future work on specific regional transportation projects located on the I-5 corridor within the City of Chula Vista.

An ad-hoc technical working group will be established and include staff from the City of National City, City of San Diego, MTS, and others. Engineering consultant services will be contracted for the study, and the three participating agencies are contributing staff resources to the study effort. An MOU detailing the study and the fund reimbursement agreement between Chula Vista and SANDAG will be executed and the study will commence upon receipt of a "notice to proceed" from Caltrans. The study effort will be initiated in early 2009 and is expected to conclude with a final report in December 2010.

The San Diego Trolley Blue Line is the region's busiest route, carrying more than 63,000 passengers on a given weekday. This represents 20 percent of the trips coming into the downtown San Diego area from the I-5 South corridor. To increase mobility in the I-5 South Corridor, *TransNet* is funding improvements to trolley stations, systems, and track between downtown and the border with Mexico. Planned improvements include reconstructing platforms at 13 stations to accommodate low-floor light rail vehicles; trackwork and signaling to reduce headways and improve reliability; and the purchase of low-floor vehicles. Station platforms will be rebuilt to provide an 8-inch high platform. Signaling and trackwork will be improved to accommodate reduced headways and allow trains to be rerouted on the opposite track around incidents and construction. A project report is being finalized to recommend the specific track work and signaling needed to facilitate low-floor station construction with final design to begin in spring 2009. The report also will provide recommendations for procurement options for new low-floor cars and revitalization of existing cars.

In addition to the passenger rail improvements, funding from the Proposition 1B Trade Corridors Improvement Fund has been approved to build freight rail infrastructure and control facilities to double the freight capacity between downtown and the border. The increased rail freight capacity will provide for a reduction in truck traffic to and from the border in the I-5 corridor. Preliminary design and environmental assessment is underway for the freight improvement project and both Trolley and freight projects will be closely coordinated through design and construction.

A draft environmental document for the I-5 North Coast project is anticipated to be released for public review in 2009.

It is anticipated that recommendations from the Destination Lindbergh study will be reviewed by SANDAG, the City of San Diego, and the San Diego County Regional Airport Authority in early 2009. Additionally, the initial phase of HSR alignment and station recommendations is anticipated to be completed by June 2009.

Staff for the I-5 South Study will solicit policy guidance from the Transportation Committee at key project milestones and forward its recommendations to the SANDAG Board of Directors.

Action: This item was presented for information.

14. SPRINTER PROJECT STATUS REPORT (INFORMATION)

Jim Linthicum, Division Director, presented the item and stated that only punch list work remains for the mainline contractor. All work should be completed by the end of January 2009. Concurrently, another contractor is working on maintaining stormwater protection measures. The project recently received a positive review by the Regional Water Quality Control Board.

The Inland Rail Trail (IRT) is complete except for minor punch list work. An operations and maintenance agreement was approved by the City of Escondido last month and NCTD no longer has maintenance responsibilities for that portion of the trail. A similar agreement with the City of San Marcos is pending.

Average daily weekday ridership for the SPRINTER fell from 7,303 in late November to 6,404 in mid-December; NCTD believes this is likely a result of the local colleges on winter break and possibly the low cost of gasoline and general economic conditions.

No formal claims have been filed on the mainline contract; however, there are outstanding issues 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 this winter.

NCTD has a final 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.

There was no new estimate at completion (EAC) for December and it remains at \$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 claims are submitted prior to close out of the contract. In addition, the cost to analyze, negotiate, and defend any claim also must be considered as a risk to budget.

Matt Tucker, Executive Director, NCTD, stated that transit ridership is affected by many variables to including seasons and whether schools are in session or not. He stated that it would be several years before NCTD could do a good trend analysis. He stated NCTD could do a comparison of bus ridership versus SPRINTER ridership.

Mr. Gallegos stated that original forecasts did show that on its best day the SPRINTER would carry 11,000 passengers but trends are showing that ridership is dropping. He stated that we are hoping that trend over the years will improve.

Action: This item was presented for information.

15. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for February 6, 2009, at 9 a.m.

16. ADJOURNMENT

Vice Chair Dale adjourned the meeting at 11:36 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
JANUARY 16, 2009**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Coastal	City of Carlsbad	Matt Hall	Member	Yes
	Vacant	Vacant	Alternate	?
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	Vacant	Vacant	Member	?
	Vacant	Vacant	Alternate	?
City of San Diego	----	Tony Young	Member	Yes
	----	Todd Gloria	Alternate	Yes
	----	Carl DeMaio	Alternate	No
County of San Diego	----	Ron Roberts	Member	Yes
	----	Greg Cox	Alternate	No
	----	Bill Horn/Slater-Price	Alternate	No
Metropolitan Transit System	MTS	Harry Mathis	Member	Yes
	MTS	Jerry Rindone	Alternate	No
North County Transit District		Dave Roberts	Member	No
		Jerome Stocks	Alternate	No
		Chris Orlando	Alternate	Yes
San Diego County Regional Airport Authority		Charlene Zettel	Member	No
		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