

# TRANSPORTATION COMMITTEE

September 3, 2004

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS

Meeting of July 16, 2004

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:12 a.m. See the attached attendance sheet for Transportation Committee member attendance.

Chair Kellejian announced that yesterday, the North County Transit District (NCTD) Board approved the contract for the Sprinter. He congratulated the NCTD Board members and the people of San Diego County.

1. **APPROVAL OF MEETING MINUTES**

Action: Upon a motion by Mayor Cafagna (North County Inland) and a second by Councilmember Jerry Rindone (South County), the Transportation Committee approved the minutes from the June 18, 2004, meeting.

2. **PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS**

There were no public comments or communications.

### **CONSENT ITEMS (3 through 5)**

Chair Kellejian announced that Item No. 6 would be pulled from the consent calendar for a brief staff update.

3. **INTERREGIONAL TRAVEL BETWEEN THE SAN DIEGO REGION AND IMPERIAL COUNTY (INFORMATION)**

On June 4, 2004, the Transportation Committee received the draft final report on the Interstate 15 Interregional Partnership (I-15 IRP) with western Riverside County and requested similar information about interregional travel between San Diego and Imperial Counties. This report summarizes travel data available from Caltrans and the 2000 Census and details SANDAG's efforts to obtain grant funding to establish new interregional partnerships with adjacent regions.

4. REGIONAL ARTIERAL SYSTEM – SCHEDULE EXTENSION (APPROVE)

The Regional Arterial System (RAS) Program Use-It-Or-Lose-It Policy states that RAS projects must be reviewed by the Cities/County Transportation Advisory Committee (CTAC) when certain project development milestones fall behind schedule between 6 and 12 months. Further, the policy states that projects with delays of 12 months or greater result in a mandatory recommendation to the Transportation Committee to either reallocate funds, reallocate funds and determine that the project is ineligible to compete in the following funding cycle, or to grant a schedule extension. CTAC has reviewed a number of projects over the past quarter and, at its June 3, 2004, meeting recommended a schedule extension for the City of San Diego's State Route (SR) 163/Clairemont Mesa Boulevard interchange project. Staff recommends that the Construction Contract Award milestone completion date be extended from the current baseline date of October 2004 to July 2005 for this project.

5. FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA) PROGRAM: QUARTERLY PROGRESS REPORT (INFORMATION)

This quarterly progress report covers the period April to June 2004 for the nine federal TEA program funded projects. Three projects are complete and the remaining six projects are progressing according to their approved schedules.

Action: Upon a motion by Councilmember Bob Emery (MTS [Metropolitan Transit System]) and a second by Councilmember Judy Ritter (NCTD), the Transportation Committee approved Consent Items 3 through 5.

6. TRANSPORTATION PROGRAM FUNDING UPDATE (INFORMATION/POSSIBLE ACTION)

SANDAG staff, Susan Brown, reported that revised information has been provided to Committee members indicating the new State Transportation Improvement Program (STIP) recommendations from the California Transportation Commission (CTC) staff. The first sheet is what SANDAG submitted for its recommended STIP, and represents Option A, the "Pay As You Go" approach, that was required by the CTC. The second sheet is the CTC staff recommendations for the STIP that are scheduled to be reviewed and approved on August 5. The most significant change is that we have virtually no new programming funds, except planning, programming, and monitoring (PPM) funds in FY 05. This is mainly because Assembly Bill (AB) 3090 allowed us to use other financing for the fare technology project for the transit districts. We had assumed that we would be able to consider the fare technology project in the program in 2007 when we would get the actual payment. The CTC is requiring that we program against our county amounts in the years that this project was originally programmed. This wipes out our regional share for FY 05. Other significant changes include State Route (SR) 52. In FY 06 and 07 we had programmed enough money for SR 52 right-of-way over two years. The CTC staff is recommending that we put it all in one year and delay this project funding to 2007. CTC staff is recommending acceleration of our recommendations for SR 905. We had previously put it in FY 08 and CTC staff recommends moving it up to FY 06 to be consistent with the state's share coming out of the Interregional Transportation Improvement Program (ITIP). The Mid-Coast right-of-way was supposed to be over three years (2005-2007) and it was consolidated into one year, 2006.

The CTC staff has also identified about \$1 billion of projects to be reviewed for GARVEE (Grant Anticipation Revenue Vehicle) bonding; among those are SR 52 and SR 905 as we requested. However, they only plan to recommend half of that \$1 billion amount in the first phase and indicated that no final decision will be made until January 2005.

Gary Gallegos, Executive Director, said that SANDAG continues to receive positive feedback from the Commissioners and the CTC Executive Director on SANDAG's plan for GARVEE bonding. He didn't believe that we will see a decision on GARVEE bonding until after the first of the new calendar year. A lot of funds are tied up with the Indian gaming compacts, and those are tied to a couple of propositions in November. Another dilemma is the lack of a new federal transportation bill, and it is not likely that we will see a new federal bill until after the November elections.

Action: Upon a motion by Councilmember Rindone and a second by Councilmember Jim Madaffer (City of San Diego), the Transportation Committee received this report for information.

## REPORTS

Chair Kellejian noted that staff requested agenda Item No. 10 to be discussed at this time.

### 10. SPRINTER PROJECT UPDATE (INFORMATION/POSSIBLE ACTION)

Karen King, NCTD Executive Director, provided a status report on the Sprinter project. She said that the NCTD Board approved an environmental addendum that addresses some minor changes in project design. The NCTD Board also awarded a contract for construction of the mainline and stations, and approved an owner-controlled insurance program (OCIP). As a result of these actions, the NCTD Board updated the project budget and schedule, and approved the necessary financing, which includes the issuance of Certificates of Participation (COPs), for the project to move forward.

Ms. King stated that the mainline construction effort was broken down into five major bid packages: vehicles, main line, stations, the San Marcos loop, and a maintenance facility. The reason for doing so was to allow for greater competition with smaller bid packages and different disciplines needed. The station and main line packages were combined into one. She noted that within the scope of work there are some reimbursable elements including a retention basin in Oceanside that will have a common wall with this project. The City of Oceanside will reimburse NCTD for this work. In addition, the Inland Rail Trail project was included in the Sprinter construction documents. NCTD will also be reimbursed for work associated with the Inland Rail Trail.

Ms. King noted that NCTD was very pleased with the four bids received for the mainline segment. The bids were within a 5 percent range of each other, with the low bid from West Coast Rail Constructors at \$187.5 million. This bid has been deemed to be responsive and responsible. Approximately \$20 million of that is work not directly attributed to the Sprinter and will be reimbursed. When you deduct that \$20 million and the cost for the OCIP, the actual project bid was \$163 million. The Engineer's Estimate was \$160 million.

Ms. King stated that over 80 percent of the project work is now under contract, and they feel confident that their estimates will be good on the remaining work.

Ms. King pointed out that several things have happened over the last couple of years that have impacted the schedule and budget. NCTD has been in negotiations with the Burlington Northern Santa Fe (BNSF) railroad to remove its freight service during the Sprinter construction period and to deliver those loads via transloading and trucking to its customers. This would allow the whole line to be turned over to the contractor without freight operation. However, they were not successful in achieving that goal. Freight service will continue on Friday and Sunday evenings. This will add a year to the construction duration. The diesel multiple unit (DMU) vehicle procurement created some time and budget impacts. The vehicles cost more than projected, and another impact is that the vehicle is longer than we had originally anticipated, which required station design modifications. This is the first time that DMUs will be used in the state and the California Public Utilities Commission (CPUC) did not have any regulations to govern their safety and oversight, and we had to work extensively with them to gain approval to be able to operate those vehicles. This added delay and costs to the project.

Ms. King stated that the Inland Rail Trail was included in the Sprinter project because it made sense; however, it did cause some cost and delay to revise the bid documents. The new adopted project budget is \$375.5 million, which is \$24 million over the previous budget amount. This additional amount is primarily attributed to \$11 million more for vehicles and increasing the size of the contingency. With two years of delay, we have an adopted revenue operation date of December 2007. We are still working with the Federal Transit Administration (FTA) to review all of that information through the Full Funding Grant Agreement (FFGA). She explained the funding breakdown as follows: \$95.2 million from local sources, \$104.2 million from the state, \$152.1 million in federal funds, and COPs for the \$24 million beyond the \$80 million in gap financing as a result of the delay in receiving Traffic Congestion Relief Program (TCRP) funds.

Councilmember Madaffer asked about the newspaper reports referring to additional information some NCTD Board members had requested. *Ms. King replied that there are two contracts still to be let: the California State San Marcos loop estimated at \$19 million, and the maintenance facility at a cost of about \$12 million. The loop segment is out to bid now and is due at the end of August. The maintenance facility segment will be advertised later this fall.*

Chair Kellejian noted that the maintenance facility will be located in the City of Escondido.

Mr. Gallegos said that the TCRP program funding is tied to Indian gaming. The Sprinter project is on the list in Sacramento. He was optimistic that the \$80 million of TCRP money will materialize, with some perhaps in this next cycle of funding.

Ms. King stated that she believes they have structured a very flexible financing plan to be able to respond to current conditions (variable rate bonds remarketed every seven days). She said that they will be able to retire the debt with no penalty at any time. The Rail Trail portion of this bid was about \$5 million greater than the cost estimate. They will need to address that funding gap.

Action: Upon a motion by Councilmember Rindone and a second by Councilmember Madaffer, the Transportation Committee received this report for information.

7. 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) (PUBLIC HEARING – RECOMMEND)

SANDAG Staff, Sookyung Kim, reported that the Transportation Committee released the draft 2004 RTIP for comment following last month's meeting. Notification was transmitted to interested parties, published in several local newspapers, and posted on the SANDAG Web site. We have not received any significant comments.

SANDAG staff, Stephan Vance, stated that the Inland Rail Trail will be a Class I bikeway from Escondido to Oceanside within the Sprinter right-of-way. This project has been developed over a number of years through a memorandum of understanding by the cities along the corridor (Escondido, San Marcos, Vista, and Oceanside), NCTD, and the County of San Diego, with SANDAG providing project oversight. The concept of the Trail is to provide a nonmotorized means of access between the stations along the Sprinter line. It became apparent that these two projects should be constructed in conjunction with one another. The construction cost estimate for the Inland Rail Trail has increased from \$13.1 million to \$17.8 million. In order to fund the cost increase, staff determined that there are unprogrammed Congestion Mitigation and Air Quality (CMAQ) funds available and this project is eligible to use those funds. The local match would come from future *TransNet* bicycle funds. Mr. Vance reminded the Committee that the use of CMAQ reserves for this project will reduce the amount of funding that will be available for other projects such as the Mission Valley East, I-15 Managed Lanes, or the Transportation Demand Management projects. Action by the Committee will adjust the funding in the RTIP as shown in revised Table 1 of agenda Item No. 7.

Mayor Cafagna asked who the lead agency is for this project. *Mr. Vance replied that it is the City of San Marcos.*

Chair Kellejian asked if we had received concurrence of all of the cities along that line for this recommendation. *Mr. Vance stated that this is a regional project and there is no fiscal impact to the cities.*

Chair Kellejian opened the public hearing. He announced that no Request to Speak slips had been submitted for the public hearing.

Action: Upon a motion by Councilmember Rindone and a second by Councilmember Emery, the Transportation Committee closed the public hearing.

Action: Upon a motion by Councilmember Rindone and a second by Councilmember Emery, the Transportation Committee voted to: (1) approve the 2004 RTIP including its Air Quality Conformity Analysis and the Air Quality re-determination of the 2030 Revenue Constrained Revenue Transportation Plan (RTP); (2) direct staff to finalize the 2004 RTIP; and (3) recommend that the SANDAG Board of Directors adopt the 2004 RTIP including its

Air Quality Conformity Analysis and the Air Quality re-determination of the 2030 Revenue Constrained RTP and the adjusted funding for the Inland Rail Trail .

8. FREEWAY SERVICE PATROL: STATUS REPORT ON CURRENT PROJECTS (INFORMATION/POSSIBLE ACTION)

SANDAG staff, Derek Toups, reported that three priority actions were established for the Freeway Service Patrol (FSP) in the 2030 MOBILITY plan, including performance monitoring, implementation of an automatic vehicle location (AVL) fleet monitoring tool, and to seek funding for the expansion of the FSP. A pilot program is currently underway to expand FSP service. This is made possible by a three-year, \$1.5 million grant from the San Diego Service Authority for Freeway Emergencies (SD SAFE). Mr. Toups said that this pilot project will enable SANDAG to add more service to FSP at a lower cost to the region.

Mr. Toups said that FSP is a free public service. The program is cooperatively administered by SANDAG, Caltrans, and the California Highway Patrol (CHP). Funding for FSP is allocated by Caltrans using a formula basis determined by population, measured congestion, and centerline miles of freeway in a region. Private vendors under contract to SANDAG currently operate a fleet of 26 FSP tow trucks that help stranded motorists in need, assist with traffic accidents, and provide rapid removal of disabled vehicles and debris from congested roadways. SANDAG contracts with the vendors to operate the tow trucks during weekday peak morning and evening hours.

In FY 04, FSP assisted over 52,000 motorists in the region. Accidents, vehicle breakdowns, spill loads, and other unforeseen events cause more than 50 percent of traffic congestion. By quickly clearing up minor incidents and breakdowns, the FSP helps to keep traffic moving, resulting in improved traffic safety, reduced freeway congestion, improved air quality, and reduced fuel consumption throughout the region.

Overall, the effort has been very successful in San Diego. Acquisition costs, insurance, fuel, and maintenance expenses for tow trucks have increased 1 to 2 percent per year, while state funding for the program has been capped. As a result, several other FSP programs throughout the state have been using less expensive light-duty trucks without tow capability to complement the existing tow trucks and saving on overall program costs. At this time, the San Diego FSP is exclusively served by tow trucks. However, more than three out of four assists in the previous three fiscal years did not require a tow. The cost to provide a tow truck is estimated at \$92,000 while the cost to provide a properly outfitted roving service truck is estimated at \$80,000 per year; a savings of \$12,000 per truck. SANDAG developed a project proposal to implement seven light-duty roving service trucks. They will be in addition to the existing 26 tow trucks. One pickup truck will be added to each of the existing seven beat (or patrol) routes. This will increase the frequency of service throughout the region. The demonstration period for this project is 36 months. During this time, FSP will complete its next regular procurement for towing services. SANDAG, Caltrans, and FSP will continue to monitor the pilot project and, based on the results, may make periodic recommendations to substitute the tow trucks with more of the roving service trucks. The total pilot project budget is \$2.12 million. SANDAG will receive \$500,000 per year from SD SAFE using Department of Motor Vehicle registration funds. The remaining costs are for in-kind and soft matches from SANDAG, Caltrans, and CHP in terms of

administrative and supervision of the program. SANDAG is not increasing its administrative costs to oversee this project. An additional CHP dispatch position is expected to be filled using existing FSP funds based on the Caltrans annual allocation.

FSP is in the midst of a communications upgrade which will include the introduction of AVL technology. The AVL technology incorporates mobile data terminals which transmit data to program managers and will allow managers and road supervisors to track the location of in-service vehicles, more efficiently manage resources, improve communications, enhance FSP operator safety, document incident situations and appropriate responses, and simplify FSP reporting by automating many of the data analysis functions.

Deployment of FSP trucks is based on an analysis of freeway conditions. Primarily this includes the review of traffic congestion data, traffic incident and accident data, and survey of freeway shoulder conditions. The current FSP beats were determined collaboratively by SANDAG, CHP, and Caltrans. Staff will be reviewing the current beat alignments in 2004 prior to a 2005 procurement of FSP services. Program milestones were reviewed.

Councilmember Emery commented that there appear to be two distinct legs that are not covered by FSP service: the eastern part of SR 52 and SR 67 from Santee to Lakeside. *Mr. Touts replied that the last procurement of services was in fiscal year 2002, at which time the SR 52 SR 52 eastern segment was not as heavily traveled as is the case today. SANDAG has a general goal of providing complete FSP coverage of the metropolitan region and staff will consider all major freeway segments in the region during its analysis of beats in September.*

Supervisor Ron Roberts (County of San Diego) commented that the SAFE Board competitively bid its call center services for the Region's Freeway Call Box Program and the cost was driven down significantly from when the CHP dispatched the program. Supervisor Roberts also suggested that the FSP logo should include SD SAFE since it is providing funding for the demonstration project. *Mr. Touts noted that recognition of SD SAFE is included in the terms of the memorandum of understanding (MOU)/Funding Agreement; staff will take his suggestion under advisement for specific development of the logo/artwork that is to be placed on the trucks.*

Chair Kellejian noted that a report will be coming back to the Transportation Committee in March 2005.

Action: Upon a motion by Councilmember Rindone and a second by Supervisor Roberts, the Transportation Committee received this report for information.

9. INTERSTATE 15 (I-15) MANAGED LANES AND MOVABLE BARRIER TECHNOLOGY (INFORMATION/POSSIBLE ACTION)

SANDAG staff, Dean Hiatt, stated that on February 6, 2004, the Transportation Committee heard the quarterly report on the I-15 Managed Lanes. At that time the Committee requested a presentation on the movable barrier technology and the movable transfer machine that will operate within the Managed Lanes. Chris Thomas from Caltrans will make that presentation.

Mr. Thomas stated that this technology is not new; it has been used in San Diego since 1993 on the Coronado Bridge, and in various other cities throughout the country and world. The system is broken into two components, the barrier and the machine that moves the barrier. The barrier itself is made up of concrete blocks that are connected by steel hinges. It is a reactive tension system that minimizes the deflection during impact. This will be superior to the Coronado Bridge system. There is no need for follow-up maintenance in 99 percent of the traffic collisions involving the barrier. During maintenance following an impact, the machine will reset the barrier in its proper location. The machine can be operated under traffic. This is one of the benefits of the movable barrier system. It moves at a speed of up to 10 miles per hour (mph). The barrier itself protects the machine from traffic in both directions. The machine picks up the concrete segments and moves them in an "S" shaped pattern and places them behind the machine. The machine also has a guidance system. There will be buried wires in the concrete pavement that will allow the machine operator to have automatic control for both location of the barrier move and for the speed. The barrier can be moved from 4 to 18 feet in one pass. Additional features of the Managed Lane project include changeable message signs, closed-circuit TV, in-pavement lighting for transition areas, popup delineators, and possibly gates to prevent wrong-way moves. Mr. Thomas showed graphics of the 2+2 and 3+1 configurations for the four managed lanes being built along I-15. He explained how the barriers can be managed to accommodate traffic accidents.

Mayor Corky Smith (North County Inland) asked about the timing of this project. *Mr. Thomas replied that the middle segment is from SR 56 to Via Rancho Parkway and is broken down into five units. One segment is under construction, two segments have just opened bids, and the other three segments will be going out to bid. It is anticipated that the project will be completed in 2007.*

Chair Kellejian asked if this project is dependent upon the passage of the *TransNet Extension* to complete the whole line. *Mr. Thomas replied affirmatively.*

Supervisor Roberts asked if these lanes will be open 24 hours a day, 7 days a week. *Mr. Thomas responded affirmatively. Bill Figge from Caltrans added that they are waiting for some repair work on the existing reversible lanes to be completed on the north end as a result of an accident destroying one of the gates. As soon as the repairs are completed, the lanes will be open 24/7.*

Action: Upon a motion by Councilmember Rindone and a second by Mayor Cafagna, the Transportation Committee received this report for information.

## 11. UPCOMING MEETINGS

Chair Kellejian noted that we are canceling the Transportation Committee meetings scheduled for Friday, August 6, 2004, and Friday, August 20, 2004. If there is a need, we may call for a meeting to be held. The next meeting of the Transportation Committee is scheduled for September 3, 2004.

12. CLOSED SESSION: PURSUANT TO GOVERNMENT CODE SECTION 54956.8 – CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Chair Kellejian called the meeting into a closed session at 10:12 a.m. in 7<sup>th</sup> floor conference room and only voting members can attend the closed session. Chair Kellejian reconvened the meeting into open session at 10:24 a.m.

Jack Limber, General Counsel, reported out of closed session that the Transportation Committee gave instructions to negotiators on Item No. 12.

13. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:25 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE  
SANDAG TRANSPORTATION COMMITTEE MEETING  
JULY 16, 2004**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of Encinitas	Christy Guerin	Alternate	Yes	
North County Inland	City of Poway	Mickey Cafagna	Member	Yes	
	City of San Marcos	Corky Smith	Alternate	Yes	
East County	City of Santee	Jack Dale	Member	No	
	City of Santee	Hal Ryan	Alternate	No	
South County	City of Coronado	Phil Monroe	Member	No	
	City of Chula Vista	Jerry Rindone	Alternate	Yes	
City of San Diego	----	Dick Murphy (Vice Chair)	Member	No	
	----	Jim Madaffer	Alternate	Yes	
County of San Diego	----	Ron Roberts	Member	Yes	
	----	Dianne Jacob	Alternate	No	
	----	Bill Horn	Alternate	No	
Metropolitan Transit Development Board	City of Poway	Bob Emery	Member	Yes	
	MTDB	Leon Williams	Alternate	Yes	
North County Transit Development Board	City of Vista	Judy Ritter	Member	Yes	
	City of Oceanside	Jack Feller	Alternate	No	
	City of Del Mar	Dave Druker	Alternate	No	
San Diego County Regional Airport Authority	City of Oceanside	Terry Johnson	Member	No	
	City of Lemon Grove	Mary Sessom	Alternate	Yes	Will attend
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	No	
	—	Bill Figge	Alternate	Yes	Will attend