MEETING NOTICE AND AGENDA

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)
The CTAC may take action on any item appearing on this agenda.

Thursday, June 2, 2005
9:30 to 11:30 a.m.
SANDAG, Conference Room A
401 B Street, Suite 800
San Diego, CA 92101-4231

Chair: Fred Luedtke, City of Escondido
Vice Chair: Alex Al-Agha, City of Chula Vista

Staff Contact: Richard Chavez
(619) 699-6989
(619) 699-1904 fax
rch@sandag.org

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CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)
Thursday, June 2, 2005

ITEM #   ACTION

1. Introductions

2. Meeting Summary (Fred Luedtke)   APPROVE
   The meeting summary for the May 5, 2005 meeting is attached. CTAC is asked to review and approve the meeting summary.

3. Public Comments

4. Regional Arterial System Program (José Nuncio)   DISCUSSION/RECOMMEND
   The Use-it-or-Lose-it policy requires action on projects that fall behind schedule. The CTAC Project Review Subcommittee recommends a schedule extension for four projects. CTAC is asked to recommend a schedule extension to the Transportation Committee for four projects. CTAC is also asked to discuss the potential need to reprogram funds from the Clairemont Mesa Boulevard/SR 163 Interchange modification project to avoid losing funds.

5. Traffic Signal Optimization Program (Ed Domingue)   RECOMMEND
   At its May 5, 2005 meeting, CTAC approved the San Diego Traffic Engineer’s Council (SANTEC) evaluation criteria for ranking Traffic Signal Optimization Program project proposals. Based on the approved criteria, attached is a listing of projects recommended by SANTEC for funding. CTAC is asked to forward this recommendation to the SANDAG Transportation Committee. A summary report is attached.

6. SANTEC Charter (Ed Domingue)   RECOMMEND
   The San Diego Traffic Engineer’s Council (SANTEC) is recommending approval of its revised charter (attached). CTAC is asked to forward this recommendation to the SANDAG Executive Committee.

7. CTAC Charter (Richard Chavez)   DISCUSSION/RECOMMEND
   Staff has developed a revised charter for CTAC’s consideration. CTAC is asked to review, discuss, and recommend approval of the revised charter to the SANDAG Executive Committee.
An Engineering and General Contractors Association (EGCA) representative will present information on asphalt plant site shortages in the San Diego region. This could result in price escalation for roadway projects in the San Diego region. EGCA is looking for assistance in locating new plant sites. Attached is a summary report.

The Vice Chair is compiling information on pavement management systems. CTAC members are asked to share their experiences with pavement management systems.

Staff will provide a status report on the Independent Transit Planning Review. A team of transit experts are in the process of reviewing SANDAG’s regional transit plan. A joint meeting with the Regional Planning Technical Working Group will be held Monday, June 20, 2005, from 1:30 to 3:30 p.m. in the SANDAG Board Conference Room to discuss the review with the transit experts.

Due to upcoming summer vacations and a lack of pressing agenda items, staff recommends canceling the July 2005 and August 2005 CTAC meetings.

A retirement luncheon is being held for Marv Munzenmaier, Director of Public Works, City of El Cajon on Thursday, July 14, 2005, at the El Cajon Community Center. Please contact Ed Krulikowski at (619) 441-1651 for more details.

CTAC members are encouraged to share other items of interest.

The next CTAC meeting is scheduled for Monday, June 20, 2005 from 1:30 to 3:30 p.m. +next to an agenda item indicates an attachment.
DATE: June 2, 2005
TO: Cities/County Transportation Advisory Committee (CTAC)
FROM: SANDAG Staff
SUBJECT: May 5, 2005 Meeting Summary

Results of the meeting are summarized as follows.

**Approval of Meeting Summary**

The meeting summary for the April 7, 2005 meeting was approved as presented.

**Public Comments**

There were no comments from the public.

**Congestion Management Program**

Mario Oropeza (SANDAG) presented comments and changes to the CMP since the April 7, 2005 CTAC meeting. Mr. Oropeza presented the language stating that SANDAG would continue to act as co-lead for deficiency plans involving highways and more than one local agency. Frank Watanabe (Oceanside) asked if there was an example of a deficiency plan available. Mr. Oropeza stated that the deficiency plan for SR 75 South was almost complete and the deficiency plan for Central I-5 was complete. Bob Johnson (Carlsbad) asked how future deficiency plans would be identified. Mike Hix (SANDAG) stated that emphasis would be placed on corridors that remain congested even after Regional Transportation Plan improvement, as indicated by the regional transportation model. A motion was made and seconded to recommend that the CMP be advanced to the public hearing process. The motion passed unanimously.

**Rail Grade Separation Program**

Jose Nuncio (SANDAG) presented the proposed policies, evaluation criteria, and early actions for implementation of the Rail Grade Separation Program as developed by the Ad Hoc Working Group. Richard Leja (City of San Diego) thanked Mr. Nuncio for his patience and expertise in developing the program. Mr. Nuncio presented a proposed change to the evaluation criteria as recommended by Stephan Marks (NCTD). The change would take into greater consideration, the number of busses traveling on the crossing arterial. Brandon Farley (MTS) stated he supported Mr. Marks’ proposed change. Gary Vettese (Caltrans) asked if the evaluation criteria were similar to the Public Utilities Commission (PUC) evaluation criteria. Gena Franco (San Marcos) stated SANDAG’s proposed evaluation criteria were more heavily weighted towards congestion relief, the PUC’s toward safety.
A motion was made and seconded to recommend approval of the policies, evaluation criteria, and early actions including the changes recommended by NCTD and MTS. The motion passed unanimously.

**Regional Arterial System Program**

Jose Nuncio (SANDAG) presented the recommendation to grant a schedule extension for the City of Poway’s Espola Road widening project per the Use-it-or-Lose-it policy. A motion was made and seconded to recommend a schedule extension. The motion passed unanimously.

**Traffic Signal Optimization Program**

Ed Domingue (SANTEC Chair) presented the evaluation criteria developed by SANTEC as requested by CTAC for ranking Traffic Signal Optimization Program proposed projects. Richard Leja (City of San Diego) asked if the evaluation criteria were making a difference in the project rankings as opposed to the previously used methodology. Cary Stewart (City of Santee) stated that there appeared to be some differences. A motion was made and seconded to approve the evaluation criteria. The motion passed unanimously.

**Elections**

Fred Luedtke (Chair) nominated Alex Al-Agha (City of Chula Vista) to serve as Vice Chair, serving the remaining term of Doug Isbell who was retiring from County of San Diego service. A motion was made and seconded. The motion passed unanimously.

**CTAC Charter**

Richard Chavez (SANDAG) stated that, after discussing with SANDAG Management, staff recommends keeping CTAC and SANTEC as separate committees with SANTEC reporting to CTAC. CTAC is asked to focus mainly on local street and road issues, SANTEC on traffic engineering issues. It is recommended that the transit agencies participate in SANTEC and CTAC meetings as full voting members.

**Statement of Economic Interest**

Richard Chavez (SANDAG) encouraged members and alternates who had not turned in their Form 700 to do so.

**Announcements**

Retirement luncheons for CTAC members Marv Munzenmaier (El Cajon) and Doug Isbell (County of San Diego) were announced.
DATE: June 2, 2005
TO: Cities/County Transportation Advisory Committee (CTAC)
FROM: SANDAG Staff
SUBJECT: Regional Arterial System – Schedule Extensions and Programming Action

Introduction

The Regional Arterial System (RAS) Program Use-It-or-Lose-It Policy, Revised July 11, 2002, states that RAS projects must be reviewed by the CTAC when certain project development milestones fall behind schedule between six and twelve months. Further, the policy states that projects with delays of twelve months or greater result in a mandatory recommendation to the Transportation Committee to either reallocate funds, determine certain projects ineligible to compete the following funding cycle, or to grant a schedule extension. The CTAC Project Review Subcommittee has reviewed a number of projects over the past quarter and makes the following recommendations. In addition, a programming action recommendation is requested for a City of San Diego project that is at risk of not obligating its RSTP funds on time in FY 2004/05, and the region needs to re-allocate these funds to prevent loss of Obligation Authority.

Schedule Extensions

Jamacha Road Widening

The Subcommittee reviewed the City of El Cajon’s Jamacha Road Widening project on May 23, 2005. The City of El Cajon requests a schedule extension be approved for the completion of the environmental document approval milestone. The reasons for the schedule delay include an initial erroneous assumption that given the apparent simplicity of the project, few technical studies would be required to complete the environmental document. This initial assumption was further compounded by mis-steps in communication between Caltrans and the City of El Cajon through the process that lead to additional repeated erroneous assumptions in the scope of these technical studies and a realistic period of time to complete them. These technical studies have included hazardous waste and noise studies.

Given the difficulties the city has had in completing the federal environmental document, the subcommittee discussed with the city the possibility of having the project withdrawn from the program and the federal funds returned. The city’s position is that it needs the federal funds to complete the project and given the time and resources already expended, it will continue to pursue approval of the federal environmental document. Current status of the project is that a noise study needs to be prepared and submitted to Caltrans and FHWA for review. Caltrans has committed to reviewing the submitted complete report in an expedited fashion to try to reduce the delay.
The schedule delay will cause completion of the environmental document to slip from December 2003 to December 2005. The project sponsor has stated it is aware that if it requests an additional schedule extension beyond the extension date requested today, this may disqualify the project from competing for funding in the next funding cycle, as per the SANDAG-approved “Use it or Lose it” policy. This project was programmed as a “PE-Only” project, and funding for the construction phase has not been identified. The schedule extension applies only to the environmental document milestone.

**Recommendation:** CTAC is asked to concur with the Subcommittee recommendation to grant a schedule extension as shown in Table 1. The recommendation would be sent to the Transportation Committee for approval.

Manchester Avenue/I-5 Interchange

The Subcommittee reviewed the City of Encinitas’ Manchester Avenue/I-5 interchange project on May 23, 2005. The City of Encinitas requests a schedule extension be approved for the completion of the environmental document approval milestone. The reasons for the schedule delay include the need to wait for the completion of the San Elijo Lagoon Enhancement Study that is currently being finalized by the U.S. Army Corps of Engineers. The findings of the study will help determine the scope of the widening and/or lengthening of the I-5 bridges and Manchester Avenue access ramps at the San Elijo Lagoon. Agreement with the regulatory agencies on this refined scope will then be used to process the final environmental documentation on the Manchester Avenue interchange project.

At this time, the completion of the U.S. Army Corps of Engineers lagoon study is anticipated by Summer 2005. This will cause the environmental document completion by the City of Encinitas to slip from May 2005 to December 2006. Since the delay was caused by circumstances beyond its control, and the project sponsor has shown due diligence to complete the environmental clearance requirements, a schedule extension is recommended for approval. This project was programmed as a “PE-Only” project and funding for the construction phase has not been identified. The schedule extension applies only to the environmental document milestone.

**Recommendation:** CTAC is asked to concur with the Subcommittee recommendation to grant a schedule extension as shown in Table 1. The recommendation would be sent to the Transportation Committee for approval.

Rancho del Oro/SR 78 Interchange

The Subcommittee reviewed the City of Oceanside’s Rancho del Oro/SR 78 project on May 23, 2005. The City of Oceanside requests a schedule extension be approved for the completion of the environmental document approval milestone. The reasons for the schedule delay include a lengthy process to agree on and obtain approval for the Need and Purpose of the project from FHWA. Since then, however, the city has conducted public scoping meetings to discuss the multitude of alternatives developed and is now proceeding toward completion of the federal environmental document. Work on the visual study, the last technical study to be completed, is now progressing. The city anticipates submitting the draft Environmental Impact Report/Environmental Impact Study (EIR/EIS) to Caltrans in July 2005. Approval of the final EIR/EIS is being delayed from November 2005 to September 2006. This project was programmed as a “PE-Only” project, and only a $3.75 million
Bradley Avenue/SR 67 Interchange

The Subcommittee reviewed the County of San Diego’s Bradley Avenue/SR 67 Interchange project on May 23, 2005. The County of San Diego requests a schedule extension be approved for the completion of the environmental document approval milestone. The reason for the schedule delay includes a change in scope required to meet the Federal Highway Administration’s (FHWA) “logical termini” criterion. Upon review of the traffic studies for the project under the original scope, FHWA determined that to widen Bradley Avenue east of SR 67 up to Graves Avenue only would not meet their criterion of a logical termini since a significant portion of the traffic would continue easterly on Bradley Avenue all the way to Mollison Avenue on a two lane facility. This would cause a bottleneck at the Graves Avenue intersection for traffic heading east on Bradley Avenue as they merged from a four-lane facility down to a two-lane facility.

The County of San Diego is now including the widening of Bradley Avenue to four lanes from Graves Avenue to Mollison Avenue. FHWA concurs that this change in scope meets its logical termini criterion. This change in scope will need to be incorporated in the environmental document process, with additional technical studies required to cover the widening from Graves Avenue to Mollison Avenue. These additional studies will cause the schedule of completion of the environmental document to slip from April 2005 to December 2006.

Because the delay was caused by circumstances beyond its control, and the project sponsor has shown due diligence to complete the environmental clearance requirements, a schedule extension is recommended for approval. This project was programmed as a “PE-Only” project, and funding for the construction phase has not been identified. The schedule extension applies only to the environmental document milestone.

Recommendation: CTAC is asked to concur with the Subcommittee recommendation to grant a schedule extension as shown in Table 1. The recommendation would be sent to the Transportation Committee for approval.

Programming Action: Clairemont Mesa Boulevard/SR 163 Interchange

This project has not been reviewed by the sub-committee, however, an expedited programming change is required. The design for this City of San Diego project has been completed and could potentially be prepared for advertisement. Recent increases in the cost estimate, however, have generated a shortfall of approximately $2.7 million. The project currently has $5.238 million in Regional Surface Transportation Program (RSTP) funds programmed in Fiscal Year (FY) 2004/05. Unless the city is able to resolve the funding shortfall issue by June 17, 2005, the region will need to re-program the $5.238 million in RSTP funds to another project that is able to obligate them in
FY 2004/05. If these funds are not obligated, the region stands to lose the $5.238 million in FY 2004/05 Obligational Authority (OA).

**Recommendation:** CTAC is asked to concur with the staff recommendation to re-program $5.238 million in RSTP funds as shown on Table 2 to another regional project that can obligate the funds in FY 2004/05.

### Table 1 - Schedule Extensions

<table>
<thead>
<tr>
<th>Project (Sponsor)</th>
<th>Baseline Environmental Document</th>
<th>Revised Environmental Document</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jamacha Road Widening (City of El Cajon)</td>
<td>Dec 2003</td>
<td>Dec 2005</td>
</tr>
<tr>
<td>Manchester Avenue/ Interstate 5 Interchange (City of Encinitas)</td>
<td>May 2005</td>
<td>Dec 2006</td>
</tr>
<tr>
<td>Rancho del Oro/ SR 78 Interchange (City of Oceanside)</td>
<td>Nov 2005</td>
<td>Sep 2006</td>
</tr>
<tr>
<td>Bradley Avenue/ SR 67 Interchange (County of San Diego)</td>
<td>Apr 2005</td>
<td>May 2007</td>
</tr>
</tbody>
</table>

### Table 2 - Programming Action

<table>
<thead>
<tr>
<th>Project (Sponsor)</th>
<th>Current RSTP Program Amount ($000's)</th>
<th>Proposed Programming Action</th>
<th>RSTP Program Amount After Programming Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clairemont Mesa Blvd./ SR 163 Interchange (City of San Diego)</td>
<td>$5,238</td>
<td>-$5,238</td>
<td>$0</td>
</tr>
</tbody>
</table>
DATE: June 2, 2005

TO: Cities/County Transportation Advisory Committee

FROM: SANDAG Staff

SUBJECT: Traffic Signal Optimization Program (TSOP) Project Funding Recommendation

Introduction

At the May 12, 2005 SANTEC meeting, SANTEC completed a project ranking and evaluation assessment based on the TSOP evaluation criteria approved by CTAC during the May 5, 2005 meeting. In review the approved evaluation criteria (See Attachment 1) focuses on assuring that the proposed projects are evaluated in an objective basis that compares the project benefits in a quantitative manner while providing quantitative results of emissions reductions per provisions described under the Project Selection Process section of the CMAQ Program Guidelines. SANTEC is proposing the approval of eight projects for funding under the CMAQ TSOP reserve balance. The following is a summary memo of the project evaluation results and proposed projects for CTAC approval.

Discussion

Eight projects are proposed for funding under the CMAQ Traffic Signal Optimization Program reserve balance. Reserve funds come from TSOP projects that are completed and closed out. These funds are de-obligated and returned to the TSOP reserve account to cover costs overruns of existing projects and funding of new project proposals. The reserve balance available for SANTEC funding consideration totaled $927,900 as of May 2005.

During the May 12, 2005 SANTEC meeting, SANTEC reviewed and ranked 14 project proposals, and were informed of a funding need for an existing City of San Diego TSOP project. During the evaluation and project recommendation discussions, SANTEC considered and recommends the funding of the existing project request since the TSOP reserve balance was originally established to cover cost overruns of existing projects under construction. Additionally, SANTEC considered and recommends funding for the existing project during the May meeting due to recent issues and restrictions that have been placed on allowing the rolling over of unobligated CMAQ funds to the next fiscal year. Accordingly, based on the TSOP project evaluation results and further discussions of project funding requests by the City of San Diego, SANTEC recommends funding for seven new project submittals and funding to cover costs overruns for the existing South Bay Signal Interconnect project at a total cost of $927,900. The proposed projects and corresponding total costs recommended for approval are provided in Attachment 2.

The seven proposed projects reflect SANTEC’s recommendation based on the project’s total scores. Attachment 2 illustrates the corresponding total project scores, were the highest ranking projects received a score of 80 points from a total possible score of 105 points. Based
on the project evaluation results, projects that received a total score of 50 points or less did not meet the funding cut-off. Attachment 2 also illustrates the withdrawal of two project proposals from ranking consideration by the project sponsors. The Magnolia Avenue Interconnect Project (City of SANTEE) and the Central Control/Communications Link Project (City of Chula Vista) projects were voluntarily withdrawn as a good faith effort for allowing the funding of the unforeseen costs overruns of the existing South Bay Interconnect project. Costs overruns are associated with the construction and installation of existing and new conduit and included the interception of conduit at additional locations due to numerous unanticipated vertical and horizontal bends throughout the length of the project.

Based on project summary updates, FHWA obligation authority restrictions, and until additional funds are programmed under the next federal authorization bill, the allocation of the $927,900 concludes the total available funds under the CMAQ TSOP.

**Recommendation**

CTAC is asked to review and recommend approval to the SANDAG Transportation Committee the list of projects for allocating the remaining $927,900 of available reserve funds.
Proposed TSOP Evaluation Criteria

<table>
<thead>
<tr>
<th>Screening Criteria</th>
<th>Percent of Total Score (Weight Factor)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed project must be in compliance with CMAQ Program guidelines</td>
<td></td>
</tr>
<tr>
<td>Proposed projects must improve signal coordination</td>
<td></td>
</tr>
<tr>
<td>Funds shall not be used to replace or reduce agency commitments</td>
<td></td>
</tr>
<tr>
<td>Transit agency projects must reflect a joint application with the agency that has</td>
<td></td>
</tr>
<tr>
<td>operational jurisdiction over the signals</td>
<td></td>
</tr>
</tbody>
</table>

Quantitative Evaluation Criteria

**B/C Score**

Compare Benefits (dollar savings) derived through the Modified Winfrey Model against expected project cost to determine B/C ratio. Cost is based on total CMAQ eligible cost for project implementation. Project rankings will be adjusted to account for the total number of project submittals where the highest B/C score will be assigned 60 points and the lowest will receive 10 points.

Info. needed in Winfrey Model:
- # of signals/segment
- Existing volume /segment
- Type of System where A = Arterial System, and G = Grid System

Expected Project Cost Information:
- **Implementation Related Proposals** - Project evaluations will be based on total implementation costs.
- **Planning Related Proposals** - Project evaluations will be based on planning costs plus the estimated implementation costs.

**Project Focus**

Extent to which project improves air quality and endorses TSOP objectives.

Signal operation and control systems 10 points
Motorist information and monitoring systems 7 points
Other CMAQ - eligible traffic flow improvements 5 points

**Regional Arterial System Implementation**

Extent to which project signals are on the Regional Arterial System

100% 10 points
≥ 70% 7 points
< 70% 5 points
## Attachment 1

<table>
<thead>
<tr>
<th>Proposed TSOP Evaluation Criteria</th>
<th>Percent of Total Score (Weight Factor)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Local Contribution</strong></td>
<td>10%</td>
</tr>
<tr>
<td>Extent of local fund contribution by project sponsor. Commitment for local contribution must be provided by adopted resolution within 60 days of project approval.</td>
<td></td>
</tr>
<tr>
<td>&gt; 40% of total project costs</td>
<td>10 points</td>
</tr>
<tr>
<td>20% - 40% of total project costs</td>
<td>7 points</td>
</tr>
<tr>
<td>11.47 - 20% of total project costs</td>
<td>5 points</td>
</tr>
<tr>
<td>&lt; 11.47</td>
<td>0 points</td>
</tr>
</tbody>
</table>

### Qualitative Criteria

#### Regional Benefits

The extent to which the proposed project will provide air quality benefits and improve mobility on a regional basis above and beyond proposed project costs. Project applicants will have the opportunity to present project details to SANTEC. SANTEC will then score and rank each project. Project rankings will be adjusted to account for the total number of project submittals where the highest ranked project will receive 10 points and the lowest will receive 1 point.

<table>
<thead>
<tr>
<th>Total Base Points</th>
<th>100 Points</th>
</tr>
</thead>
</table>

### Bonus Points - Regional Coordination

A joint application submitted by two or more jurisdictions will receive 5 additional points.

<table>
<thead>
<tr>
<th>Total Possible Points</th>
<th>105 Points</th>
</tr>
</thead>
</table>

### Project Readiness

Project Readiness would be applied during tie breaker conditions. SANTEC will review and refer to the scores received under each category and priority will be given to the project with the highest score. Each category score will be reviewed in order starting with the B/C score then moving on to the remaining categories as presented in the project evaluation criteria sheet.
## SANTEC TSOP Project Evaluation Results - May 2005

### Available Reserve Funds: $927,900

<table>
<thead>
<tr>
<th>Rank</th>
<th>Agency</th>
<th>Description</th>
<th>Evaluation Score</th>
<th>Requested Funding</th>
<th>Cumulative Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>City of Escondido</td>
<td>Centre City Parkway Retiming</td>
<td>80</td>
<td>$42,000</td>
<td>$42,000</td>
</tr>
<tr>
<td>2</td>
<td>City of El Cajon</td>
<td>Fletcher Parkway/Broadway Retiming</td>
<td>80</td>
<td>$26,000</td>
<td>$68,000</td>
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<tr>
<td>3</td>
<td>County of San Diego</td>
<td>Jamacha Blvd. Interconnect</td>
<td>74</td>
<td>$264,000</td>
<td>$332,000</td>
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<tr>
<td>4</td>
<td>City of San Diego</td>
<td>Navajo Rd. Interconnect</td>
<td>72</td>
<td>$51,000</td>
<td>$383,000</td>
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<tr>
<td>5</td>
<td>City of SANTEE</td>
<td>Cuyamaca Rd./Trolley Interconnect</td>
<td>61</td>
<td>$93,400</td>
<td>$476,400</td>
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<tr>
<td>6</td>
<td>SANDAG</td>
<td>Regional Arterial Management System (RAMS)</td>
<td>60</td>
<td>$201,000</td>
<td>$677,400</td>
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<td>7</td>
<td>City of San Diego</td>
<td>Del Mar Heights Interconnect</td>
<td>60</td>
<td>$184,500</td>
<td>$861,900</td>
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<tr>
<td>8</td>
<td>City of San Diego</td>
<td>South Bay Interconnect*</td>
<td>Existing Project</td>
<td>$66,000</td>
<td>$927,900</td>
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<tr>
<td>9</td>
<td>City of SANTEE</td>
<td>Mast Ave. Interconnect</td>
<td>50</td>
<td>$82,200</td>
<td>$1,010,100</td>
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<tr>
<td>10</td>
<td>City of San Diego</td>
<td>Balboa Ave. Interconnect</td>
<td>42</td>
<td>$331,700</td>
<td>$1,341,800</td>
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<tr>
<td>11</td>
<td>NCTD</td>
<td>SPRINTERS/Signal Study</td>
<td>30</td>
<td>$165,000</td>
<td>$1,506,800</td>
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<td>12</td>
<td>City of San Diego</td>
<td>PPLT at 5 Locations</td>
<td>30</td>
<td>$99,000</td>
<td>$1,605,800</td>
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<tr>
<td></td>
<td>City of SANTEE</td>
<td>Magnolia Ave. Interconnect</td>
<td>Withdrawn</td>
<td>$94,200</td>
<td>$1,700,000</td>
</tr>
<tr>
<td></td>
<td>City of Chula Vista</td>
<td>Central Control/Com. Links</td>
<td>Withdrawn</td>
<td>$350,000</td>
<td>$2,050,000</td>
</tr>
</tbody>
</table>

**Notes:**

*SANTEC members recommend approving $66,000 of reserve funds to the existing South Bay Interconnect Project currently under construction to cover unforeseen construction costs.*
San Diego Regional Traffic Engineer’s Council (SANTEC) Charter

Purpose
SANTEC is comprised of local agency Transportation Professionals. SANTEC is designated by SANDAG as its technical advisory body with the specific objective of addressing traffic and transportation engineering aspects of the planning, design, construction, operation, and maintenance of the region’s roadway network including, but not limited to; pedestrian, bicycle, transit, and vehicular traffic.

Committee Line of Reporting
SANTEC will report to the Cities/County Transportation Advisory Committee (CTAC) within the SANDAG Committee Structure.

Responsibilities
SANTEC may discuss, review, recommend, and/or approve items associated with regional transportation goals and policies.

Membership
Membership shall consist of one representative from each local agency in the San Diego region including; the cities, County of San Diego, CALTRANS, Metropolitan Transit System (MTS), North County Transit District (NCTD), and SANDAG. Each agency shall designate its member and alternate(s). Only members or designated alternates may vote. Each member agency shall have one (1) vote, except the City of San Diego shall have three (3) votes, CALTRANS shall have two (2) votes, and the County of San Diego shall have two (2) votes. SANDAG shall serve as an ex-officio, non-voting member and will provide administrative staff support.

Meetings
Meetings will be held monthly or as needed. All meetings shall be open to members of the public. SANDAG staff will be designated to take meeting summary notes at each meeting.

Chair
A Chair and Vice Chair will be elected on an annual calendar basis by the SANTEC membership. Chair shall preside at all SANTEC meetings. Chair shall have general supervision of the affairs of SANTEC and represent SANTEC at CTAC and at other times as appropriate. SANDAG staff will provide the Chair with the opportunity to review items that will be referred to CTAC before the CTAC meeting. These will include SANDAG staff reports, agenda, and meeting notes. The Chair may request to pull the item from the CTAC agenda for further discussion at SANTEC meetings. The Vice Chair shall represent SANTEC in the absence of the Chair.
Duration of Existence

SANTEC will function on an on-going basis subject to annual reviews conducted by SANDAG’s Executive Committee.
Cities/County Transportation Advisory Committee (CTAC) Charter

Purpose
The purpose of CTAC is to provide recommendations to the Transportation Committee regarding local street and road projects and programs. CTAC also makes recommendations to the Transportation Committee regarding highways, transit, rail, bicycle, and pedestrian issues that affect local street and road projects and programs.

Line of Reporting
CTAC reports to the Transportation Committee.

Responsibilities
CTAC oversees activities of the San Diego Traffic Engineer’s Council (SANTEC). CTAC is responsible for developing project prioritization and evaluation criteria for the Regional Arterial System Program, Rail Grade Separation Program, and Roadway Maintenance Program. CTAC makes funding recommendations for these programs; the Transportation Committee makes all final funding decisions for these programs.

Membership
The voting membership of CTAC will consist of one representative from each city, the County, Metropolitan Transit System, and North County Transit District. Each voting member shall have one vote. Each voting member may appoint up to two alternates. Non-voting resource members include Caltrans, Air Pollution Control District, and the Port District.

Meeting Time and Location
CTAC will meet monthly or as needed at SANDAG.

Selection of the Chair
A committee Chair and Vice Chair will be elected by the general membership and will serve for a period of two years. Terms begin and end in January.

Duration of Existence
CTAC is a standing committee subject to annual review by the SANDAG Executive Committee.
The Impending Asphalt Plant Crisis in North San Diego County

Abstract:
By 2008, the current mining and hot mixed asphalt operations in North San Diego County will no longer exist. The depletion of mining reserves and exhausted permits in conjunction with the lack of support from the County and the Cities to provide affordable and economically viable sites to mine aggregates and operate asphalt plants leaves a bleak future for the availability of local and affordable aggregates and construction materials. As a consequence, costs for asphalt used in paving will increase, compounded by much higher trucking costs and more frequent inspector-rejection of materials that will be too old to put into place. The requirement for increased trucking, both of raw mining materials from out of area, and longer distances traveled in the delivery of hot asphalt materials (increasing from 30 miles to as much as 100 miles, one way) will have a potentially significant impact compounding local freeway gridlock and air quality. Limited supplies will put cost pressures on the industry and will make supply issues more common, especially for all but the largest projects.

The rest of San Diego County will also be noticeably impacted by this crisis as South County materials are diverted to meet North County needs.

The Background
Rock and sand are non-replenishable natural resources and are being rapidly depleted in California, particularly in San Diego County. The two major suppliers of non-recycled aggregate rock and sand materials – and of asphalt – are Hanson Aggregates and Vulcan Materials. Both are well-capitalized nationwide firms with significant mining interests and investments in the industry. Hanson Aggregates is the largest aggregates supplier in the world, and Vulcan is the largest supplier of construction aggregates in the United States.

Moreover, because of neighborhood NIMBYism (“Not In My Back Yard”), municipalities are reluctant to grant Conditional Use Permits for asphalt batch plants and existing batch plant permits are expiring rapidly. The existing asphalt operations in the County will continue to be effected by the NIMBYism unless the Cities and County support the industry and the original conditions granted. Even though asphalt and aggregate manufacturers are granted permits to operate by the Cities and the County, the encroachment on their operations by development forces the manufacturing businesses to continually mitigate the conditions granted through the permit. Ultimately, cost structures become imbalanced, hours of operations are reduced and the availability and supply of affordable materials have vanished from the community.
Current asphalt batch plants going off-line, not to be replaced, are the following:

- Vulcan’s Pala mining and asphalt plant (North County), will close in January 2005. The Pala tribe will not renew the lease/permit beyond the consumption of currently stockpiled materials (which will be depleted in early 2005) and will not allow the import of additional materials which might allow the plant to operate an additional 6-8 months. Annual Capacity has been approximately 200,000 to 300,000 tons.
- Hanson’s San Marcos mining and asphalt plant (North County), will close in 2008 when the conditional use permit expires (there is no opportunity for extension). This plant already has limited hours, 7:00 am to 5:00 pm, Monday through Friday. Annual Capacity is currently sufficient to supply the current market demand, but will be lost in about three years.
- Vulcan Materials and Hanson Aggregates joint venture at Sloan Canyon plant has stopped mining for sand and future extension of permitting has been impeded by neighbors and aggressive environmental constraints.
- Vulcan’s Mission Valley mining and asphalt plant (South County) has a Conditional Use Permit that extends to the end of 2013. This location is on leased land. Due to the pressures of residential neighbors and the value of the land for commercial/residential development, the likelihood of a CUP renewal is unrealistic. The annual capacity is currently sufficient to supply the current market demand in the surrounding area.

The following plants will be the only known remaining aggregate or asphalt resources within San Diego County to economically supply North San Diego County in the very near future:

- Hanson Aggregates:
  - Miramar HMA plant (I-15 and Miramar Way)
  - Carroll Canyon Aggregate plant (Miramar Road and Camino Santa Fe)
  - Santee Aggregate plant (52 and Mast Blvd)
  - Lakeside Aggregate plants (Hwy 67 and Slaughterhouse Canyon)
- California Commercial Asphalt Corporation:
  - Miramar HMA plant (Miramar Road and Camino Santa Fe)
- Vulcan Materials:
  - Carroll Canyon mining and asphalt plant (Black Mountain Road and Maya Linda)
  - Romoland asphalt plant (Ethanac Road and Hwy 215, Riverside County)

Future projection for the County is continued steady development and growth. The SANDAG website provides population/density statistics to corroborate growth projections on a per capita or population basis by City. The bigger issue is that the projected steady growth trend is in complete contradiction to the continuing depletion of natural resources and reserves. Asphalt batch plants are closing, with virtually no consideration by local governments as to how to mitigate the crisis. Individual plant-by-plant decisions and the lack of municipal cooperation for new plants are now impacting construction materials for future roads, streets, freeways, rail, housing, schools and commerce.
The Impending Asphalt Plant Crisis in North San Diego County
An EGCA White Paper

The closing of Vulcan’s Pala asphalt plant will pull approximately 200,000 tons from the North County market. Vulcan indicates it will try to put back 75,000 tons into the North County marketplace from the more distant Carroll Canyon and Romoland plants. Hanson Aggregates indicates it will also try to replace the shortfall by increasing their shipments from their Miramar Plant. CCAC will similarly try to fill the gap. But even with these industry mitigation measures, there could be an estimated 50,000 ton per year shortfall beginning in 2005. Some of the shortfall may be partially filled from the Orange County area, especially a plant in Irvine, which may try to move asphalt into the Oceanside and Carlsbad markets.

However all of these mitigation measures come with serious secondary impacts.

**Secondary impacts**

Traveling greater distances to deliver asphalt not only increases trucking costs and impacts existing freeway gridlock, but also threatens cost impacts by significantly increasing inspector-rejected asphalt loads. Rubberized hot asphalt, used extensively by the City of Carlsbad, for example, must meet minimum heat specifications. These specifications pose an approximate “shelf life” of about two hours on the hot asphalt. Bringing hot rubberized asphalt or conventional hot asphalt from as far as 50 or more miles pushes specification limits and will significantly increase rejected loads. These continual material rejections will further exacerbate shortages and project costs.

Additionally, smaller construction paving projects (and smaller cities and construction firms, generally) will be further impacted by more frequent, temporary unavailability of asphalt product, as larger paving projects place month-long demands on the few remaining batch plants. Requirements for orders as much as thirty days in advance will result in additional delays when the project is not ready for the asphalt the day it has been scheduled and a new delivery date is not immediately available. As a consequence, construction costs generally will increase due to continuously fickle availability of asphalt materials resulting in project disruptions and delays and their attendant costs to the construction industry, which will pass through to public agencies and developers (and thus the general public).

**Impact of recycled materials**

An increasing use of recycled materials can partially offset the materials shortages. Existing suppliers like Escondido Sand & Gravel and J. Cloud, Inc. are already supplying such recycled materials.

The use of recycled materials will continue to grow. As natural resources are depleted, the community will demand greater use of these products. The County of San Diego has authorized utilizing more of these products i.e. CMB/Crushed Miscellaneous Base or “Recycled” Class 2 Base to be engineered and used in their projects. RMC and HMA suppliers are working through their associations to introduce higher use of recycled concrete and asphalt products to be allowed in the manufacture of their products.
However, any expansion of utilization of recycled resources triggers the same issue: no one wants a recycling site in their neighborhood. There are existing examples of recycle sites that are working successfully within certain cities without impeding the quality of life of the local community or residents. Without these facilities and products, we will be forced to drive further distances to find dumpsites and or recycled materials.

Also, we must remember that crushed recycled material needs “raw” broken asphalt and concrete that must be found within a reasonable proximity to a crushing plant. Without a strong recycling attitude, it is quite possible and probable that demand will far outstrip supply.

Moreover, even a successful expansion of recycled resources does not mitigate the asphalt batch plant crisis, itself.

**What it takes**

It takes as much as 200,000 tons of aggregates to build one mile of an eight-lane highway or 50,000 tons for a simple two-lane street.

Construction Aggregates is the highest tonnage and highest dollar value commodity produced in California. Industry reports that in 2001, 180 million tons were produced throughout California with a value of 1.6 billion dollars.

The approximate distribution of construction aggregates in California is as follows:

- 45% of construction aggregates are used for industrial, commercial and residential construction
- 35% of construction aggregates are used in highways and street construction
- 20% of construction aggregates are used in heavy building construction

Approximately half of the total tonnage of aggregates is used in Public Works projects in California, which is paid for by public tax monies.

Both the conservation of rapidly diminishing local natural resources and the conservative management of precious public tax dollars require that public officials and industry to work together more closely in two key areas set forth below.

**Immediate actions needed**

First, large users such as local cities need to work with EGCA and the industry to refine the specifications for aggregate and sand materials to better comply with what is actually available locally. These “as commercially produced” products will assure usage more in harmony with supply, keep costs lower for a longer period of time, and reduce import demands in the short run. A ton of aggregates doubles in cost when it is hauled a distance of greater than 35 miles. Manufacturers are geared up to use the Caltrans spec. Green Book standards should be revised to conform to this common spec, particularly in the area of trench, backfill and pipe underlay requirements. Consistent specs will lower manufacturing costs, which will lower product and project costs. Cities and Agencies
should work directly with local suppliers to determine the quality of these local material resources prior to specifying their requirements and putting the project out to bid. There would be significant savings to the City or Agency in material costs and availability.

Second, North County cities need to work together to identify one or two potential three-to-five acre sites on which new asphalt batch plants can be located. Because the entitlement and environmental regulation processes can take two to five years, this effort needs to begin immediately. A recent effort by the City of Escondido (locating a plant on City-owned property) was killed in the eleventh hour by a small band of vocal citizens with a NIMBY approach. The reality of NIMBYism should not be allowed to cloud the vision of local municipal leaders. Industry can provide a visually low-impact site not noticeable to passersby, but one where a gate or door opens, a truck exits or enters and the gate or door closes behind it.

END

Sources: This EGCA White Paper was compiled by consulting staff and industry affiliate members of the Engineering and General Contractors Association (www.egca.org) in San Diego based on best available data and the projections of the participating firms. It may be photocopied, reprinted and/or direct quotations used by any persons or entities so long as they properly credit the Engineering and General Contractors Association of San Diego and reference the EGCA website.