MEETING NOTICE AND AGENDA

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

Thursday, October 6, 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: Doug Isbell, County of San Diego

Staff Contact: Richard Chavez
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rch@sandag.org

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To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
<table>
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<th>ITEM #</th>
<th>RECOMMENDATION</th>
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<tr>
<td>1. INTRODUCTIONS</td>
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<tr>
<td>+2. MEETING SUMMARY (Fred Luedtke)</td>
<td>APPROVE</td>
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<tr>
<td>The meeting summary for the September 1, 2005, meeting is attached. CTAC is asked to review and approve the meeting summary.</td>
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<td>3. PUBLIC COMMENTS</td>
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<td>4. NEW RTIP AND TransNet DATABASE SYSTEM (Sookyung Kim)</td>
<td>INFORMATION</td>
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<td>SANDAG is launching an on-line database system to process Regional Transportation Improvement Program (RTIP) amendments and TransNet cash drawdown requests. Training sessions will be held October 19-20, 2005, at 1:30 p.m. at SANDAG.</td>
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<td>5. BUSES ON SHOULDERS (Dave Schumacher)</td>
<td>INFORMATION</td>
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<td>SANDAG, in partnership with Metropolitan Transit System (MTS), Caltrans, and the California Highway Patrol (CHP), will embark on a demonstration project that will evaluate the effectiveness of using the freeway shoulder for transit priority. The demonstration project will be implemented on State Route 52 and Interstate 805 between Kearny Mesa and University City using MTS Route 960. A tentative start date of October 31, 2005, has been set pending Caltrans completion of striping and signage.</td>
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<td>+6. MAGLEV STUDY (Ellen Roundtree)</td>
<td>INFORMATION</td>
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<td>SANDAG is conducting a study to assess the feasibility of High-Speed Magnetic Levitation (MAGLEV) transit between the San Diego region and a potential regional airport in Imperial Valley. Attached is the report presented to the Transportation Committee at its September 2, 2005, meeting. Staff will provide an update on the status of the study.</td>
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<td>7. REGIONAL TRANSPORTATION PLAN UPDATE (Mike Hix)</td>
<td>INFORMATION</td>
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<td>Staff will provide an overview of the schedule and major activities for the update of the Regional Transportation Plan. A technical update will be done in 2006 with a comprehensive update completed in 2007.</td>
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TRANSPORTATION PROJECT COST ANALYSIS (Richard Chavez)

Recently, there have been significant increases in materials and right-of-way costs, which have affected the costs of transportation capital projects throughout our region. Staff will outline project cost trends and some cost-saving recommendations that were presented to the Transportation Committee on July 15, 2005. Attached is the summary report.

9. ANNOUNCEMENTS
CTAC members are encouraged to share items of interest.

10. UPCOMING MEETING
The next CTAC meeting is scheduled for Thursday, November 3, 2005, from 9:30 to 11:30 a.m.

+ next to an agenda item indicates an attachment.
Approval of Meeting Summary

The meeting summary for the June 2, 2005, meeting was approved as presented.

Public Comments

There were no comments from the public.

Smart Growth Incentive Program

Stephan Vance (SANDAG) presented the project evaluation results and funding recommendations for the Smart Growth Incentive Program. Fred Luedtke (Chair) asked when the next funding opportunity would be held. Mr. Vance responded that it would be in 2009. Rick Odiorne (El Cajon) asked if there were provisions to prevent and agency from using the Smart Growth Incentive Program funds to replace other, previously programmed funds. Mr. Vance stated that he was not aware of any provisions. Mohamad Fakhrriddine (County of San Diego) asked if projects could be resubmitted at a later date. Mr. Vance stated that this was possible and offered to meet with agencies to discuss improvements to their applications. Bob Johnson (Carlsbad) asked if streetscape projects were applicable. Mr. Vance stated that they were if the project served a transit center. Stephan Marks (North County Transit District [NCTD]) stated that the evaluation process was flawed and too much credit was given for the housing component. Mr. Marks stated that he would not apply again unless the process was changed. He wants to see a process that ensures equitable distribution of funds across the region. Mr. Vance stated that the process would be revised in 2009, the next funding opportunity. Kris Shackelford (City of San Diego) asked to see the specific point scorings. Mr. Vance stated that this would be distributed to all project applicants. Ms. Shackelford asked if there were any engineers on the review panel. Mr. Vance stated there were not but maybe there could be next time. José Nuncio (SANDAG) stated that the funds to be used were federal funds; therefore, both federal and SANDAG use-it-or-lose-it rules must be followed. Gary Vettese (Caltrans) stated that Caltrans Local Assistance staff would be meeting with each fund recipient to discuss the federal process that must be followed.

Traveler Information Systems

Ray Traynor (SANDAG) presented an update on the implementation of Traveler Information Systems. Mr. Traynor stated that training sessions would be held on October 11-12, 2005, to familiarize agency staff on some of the new, recently deployed features.
Transportation Programs Funding Update

José Nuncio (SANDAG) presented an update on transportation programs funding. It appears SANDAG will likely get State Transportation Improvement Program (STIP) funds for highway operations, transportation enhancements, Mid-Coast LRT, and State Route (SR) 905. Mr. Nuncio stated that SANDAG should get Transportation Congestion Relief Program (TCRP) funds for the Sprinter Light Rail Transit (LRT) and Interstate 15 (I-15) High-Occupancy Vehicle (HOV)/Managed Lanes. The Governor and State Legislature have stated that transportation funding will be a priority in FY 06/07. Congress and the White House approved a $286 billion transportation act called SAFETEA-LU that expires in 2009. Mr. Nuncio presented a summary of earmark funding defined by the act. The act increases the guaranteed rate of return from 90.5 percent to 92 percent for all states. Fred Luedtke (Escondido) asked if the act increases the projection for transportation enhancement funding. Mr. Nuncio stated it did not. Mohamad Fakhrriddine (County of San Diego) asked if the SR 67/Bradley Avenue interchange project received earmark funding. Mr. Nuncio stated that it did not. Chandra Collure (Solana Beach) asked if there would be a SANDAG call for projects. Mr. Nuncio stated that this would be a Board decision based on the Plan of Finance, currently under development. Gena Franco (San Marcos) requested that the draft Plan of Finance be presented to CTAC. Richard Chavez (SANDAG) stated that the draft plan would be made available.

 Proposed Rulemaking: New FHWA Authority to Deobligate Federal Funds

Gary Vettese (Caltrans) introduced the Federal Highway Administration (FHWA) proposed rulemaking. Sue Kiser (FHWA – speakerphone) presented the details of the proposal. Ms. Kiser stated that the proposal is intended to reduce the number of inactive projects. Samir Nuhaily (Chula Vista) asked what would happen if a deadline was missed. Ms. Kiser stated that a project extension would need to be requested. Richard Chavez (SANDAG) asked if FHWA would receive additional resources needed to administer the new requirements. Ms. Kiser stated they would not. Mr. Vettese stated that it was difficult to establish a project completion date without full project funding in place. Ms. Kiser stated that projects should not be started until full funding was in place. Mr. Vettese asked if that applied to projects that received partial earmark funding through the approval of the new transportation act SAFETEA-LU. Ms. Kiser stated that she was aware of that situation. Sookyung Kim (SANDAG) stated that SANDAG had sent a letter to FHWA commented on the proposal. CTAC requested a copy of the SANDAG letter.

Clairemont Mesa Boulevard/SR 163 Interchange Modification

Kris Shackelford (City of San Diego) provided an update on the status of the project. Ms. Shackelford stated that the project cost had been reduced by $400,000, a loan had been obtained from an adjacent land developer, and all funding had been obligated for the project. Ms. Shackelford stated that the project was being advertised with bids expected in September 2005.

South Tehachapi Team Meeting Summary

Ed Domingue (Escondido) stated that the team was working on interpreting guidelines established by the new transportation act SAFETEA-LU.

Announcements

Richard Chavez (SANDAG) stated that the meeting agenda incorrectly stated the meeting time for the October 6, 2005, meeting.
TRANSPORTATION COMMITTEE

September 2, 2005

AGENDA ITEM NO.: 5

Action Requested: APPROVE

A FEASIBILITY STUDY FOR A DEDICATED INTERMODAL
RIGHT OF WAY LINK BETWEEN SAN DIEGO AND A POTENTIAL
REGIONAL AIRPORT IN IMPERIAL VALLEY  File Number 7000900

Introduction

In July 2005, the Transportation Committee authorized staff to apply for federal funding to study
the feasibility of High Speed Magnetic Levitation (MAGLEV) in the Interstates 5, 8, and 15
interregional corridors. The recently approved federal multi-year transportation bill included
$800,000, sponsored by Congressman Bob Filner, intended to be used to study a viable link between
the San Diego region and a potential regional airport in Imperial Valley. The Transportation
Committee is asked to authorize staff to process all administrative actions required to utilize the
federal funding, to take steps to identify matching funds for the $800,000 allocation, to add the
project to the Overall Work Program and Program Budget when matching funds are identified, and
to award a future contract to conduct the study.

Recommendation

The Transportation Committee is asked to authorize staff to:

1. Process all administrative actions required to utilize the $800,000 federal funding earmark
   included in the multi-year federal transportation bill including processing Amendment
   No. 11 to the 2004 RTIP as authorized in Resolution No. 2005-xx2006-03, pending close of
   public comment period;

2. Take steps to identify $200,000 in total matching funds to the federal funding, with an
   immediate need for $80,000 in matching funds during FY 2006;

3. Add a project for up to $400,000 to the Overall Work Program and Program Budget when
   matching funds are identified; and

4. Award a future contract to conduct a feasibility study for a dedicated intermodal right of
   link between the San Diego region and a potential regional airport in Imperial Valley.

Discussion

In July 2005, the Transportation Committee authorized staff to apply for federal funding to study
the feasibility of MAGLEV in the Interstates 5, 8, and 15 interregional corridors. The July
Transportation Committee report indicated the anticipation of an earmark in the then pending
federal transportation reauthorization. The multi-year transportation bill, Safe, Accountable,
Flexible, and Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU) signed by President
Bush on August 10, 2005, included a funding earmark in the amount of $800,000 for the purpose of
studying a viable link between the San Diego region and a potential regional airport in
Imperial Valley. The high priority project earmark, sponsored by Congressman Filner, is identified as
follows:
No. 3537 – Conduct preliminary engineering and design analysis for a dedicated Intermodal right of way link between San Diego and the proposed Regional International Airport in Imperial Valley including a feasibility study and cost benefit analysis evaluating the comparative options of dedicated highway of highway lanes, Maglev conventional high speed rail or any combination thereof.

Congressman Filner has indicated his desire for SANDAG to conduct the study and to initiate the study as expeditiously as possible. The San Diego County Regional Airport Authority is tasked with recommending airport sites and its staff has indicated that a final analysis would be presented no later than April 2006. Since the results of this study could have an impact on the Authority’s recommendation, it is critical to conclude the feasibility study by February 2006. There are a variety of steps needed prior to contract award that are described in further detail below.

Obtaining receipt of the full $800,000 earmark will require certain administrative actions.

- **Obtaining Federal Contract Authority** -- Contract authority for high priority project funding, including this project, is split equally over a five-year period beginning in the 2005 federal fiscal year. The 2006 federal fiscal year begins on October 1, 2005, and therefore contract authority for a total of $320,000 (FY 2005 and FY 2006 apportionments) would be available at that time. However, the balance of $480,000 would require “advance construction” authorization.

  In addition, SAFETEA-LU includes language that allows states to borrow funding from formula funds to be used on high priority projects with the stipulation that the funds are paid back when made available. The Federal Highway Administration, as well as the California Department of Transportation, will be interpreting the new transportation bill over the next few months. Staff will continue to investigate all avenues to obtain full receipt of the federal funding as early as possible.

- **Identifying Matching Funds and Approving an RTIP Amendment** -- Identifying sources of non-federal matching funds is needed in order to proceed with a contract award. A minimum 20 percent match, or $200,000, is needed in order to utilize the full $800,000 federal earmark. Contract work for initial studies is estimated to be approximately $400,000, which would require an immediate local match of $80,000. Approval of an amendment to the Regional Transportation Improvement Program (RTIP) also is needed to gain access to the federal funds. **The required 30-day public notice was distributed on August 30, 2005. If there are no public comments by September 30, 2005, staff will process the RTIP amendment. If there are significant public comments, then this item will be brought back at the October 7, 2005 Transportation Committee meeting.**

- **Amending the FY 2006 OWP and Program Budget** -- The project was not included in SANDAG’s FY 2006 Overall Work Program or Program Budget; therefore an amendment to add this project needs to occur prior to award of a contract.

- **Defining the Scope of Work and Awarding a Contract** -- In order to proceed with this study expeditiously, staff is investigating a variety of options including utilizing existing federally procured on-call SANDAG contracts or exercising options with federally procured contracts of sister agencies. In addition, the scope of work would need to be further defined.
With approval of the recommended actions by the Transportation Committee, staff will proceed to ensure that a feasibility study is conducted in both a timely and cost-effective manner. Staff will provide the Transportation Committee with updates as more information is known.

ELLEN ROUNDTREE
Director of Government Relations

Key Staff Contact: Ellen Roundtree, (619) 699-6960, ero@sandag.org

Attachments
1. Table 1
2. Resolution No. 2006-03
## Table 1

### 2004 RTIP Amendment No. 11
### San Diego Region (in $000s)

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RESOLUTION
NO. 2006-03

APPROVING AMENDMENT NO. 11 TO THE
2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, on July 23, 2004, SANDAG adopted the 2004 Regional Transportation Improvement Program (RTIP) and found the 2004 RTIP in conformance with the 1998 Regional Air Quality Strategy (RAQS) and the 2002 Ozone Maintenance Plan; and

WHEREAS, on March 28, 2003, SANDAG made a finding of conformity of the 2030 Regional Transportation Plan (RTP) with the State Implementation Plan (SIP) and the 1998 RAQS; and

WHEREAS, the US Department of Transportation issued its conformity finding to the 2030 RTP on April 9, 2003; and

WHEREAS, on April 22, 2005, SANDAG made a finding of conformity of the 2030 RTP and 2004 RTIP, as amended, to the 8-hour ozone standard; and

WHEREAS, on May 20, 2005, the U.S. Department of Transportation issued its conformity finding of the 2030 RTP and 2004 RTIP, as amended, to the 8-hour ozone standard; and

WHEREAS, SANDAG has received federal earmark to conduct a feasibility study for an intermodal right-of-way link between San Diego and a potential regional airport in Imperial Valley as part of the new federal transportation bill (SAFE TEA-LU) which requires the new project to be included in the 2004 RTIP, as shown in Table 1; and

WHEREAS, the proposed amendment is consistent with the 2030 RTP; and

WHEREAS, the project in Amendment No. 11 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, the 2004 RTIP Amendment No. 11 relies on the previous regional emissions analysis; and

WHEREAS, the project in Amendment No. 11 is exempt from the requirements to determine conformity; and

WHEREAS, the SANDAG Board of Directors delegated the authority for RTIP amendments, including findings of air quality conformity, to the Transportation Committee; NOW THEREFORE

BE IT RESOLVED that the Transportation Committee does hereby approve the attached Table 1 as Amendment No. 11 to the 2004 Regional Transportation Improvement Program.
RESOLUTION NO. 2006-03
Page 2

BE IT FURTHER RESOLVED that SANDAG finds the 2004 RTIP, including Amendment No. 11 in conformance with the SIP and RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 2nd day of September 2005.
TRANSPORTATION COMMITTEE

July 15, 2005

TRANSPORTATION PROJECT COST OVERVIEW

Introduction

Recent price increases for construction material, right-of-way acquisition, labor, and other factors have resulted in increased costs for large capital transportation improvement projects throughout the region. Similar project cost increases are not unique to our region as other parts of our state, nation, and the world are experiencing the same upward trends. This report summarizes key trends, impacts to the region, and presents opportunities for curbing future project cost escalation.

Discussion

Transportation project costs have been increasing at a rate of 7.25 percent for the last three years, well above the historical 2.61 percent rate of increase. The increase in material costs (i.e., concrete, steel, and oil) and record growth in the cost of property acquisition are the two main factors attributing to this increase. Other influences on project costs include:

- Increasing number of construction projects in busy urban environments and on operating freeways, which often result in shorter work windows and a greater dependence on weekend and night work;
- Labor law requirements resulting in premiums being paid for overtime, weekend, and night work;
- The lack of available materials;
- The lack of skilled labor;
- Increased processing and permitting due to increasing regulations;
- Increased stakeholder involvement and litigation; and
- Climbing cost of living in the region

These cost increases have had and will continue to have impacts on the region. The cost influences mentioned above have influenced the cost of transportation programs, including the TransNet Early Action Program. Approved by the SANDAG Board of Directors in January 2005, the TransNet Early Action Program includes Interstate 5 (I-5), I-15, I-805, State Route 52 (SR 52), SR 76, and Mid-Coast corridor improvements. The cost increases may impact the ability to deliver projects according to the established schedules, the ability to deliver the full scope of the project, and/or the full scope of the program.
Opportunities

A number of opportunities exist for keeping cost increases in check for transportation projects. These include:

- Supporting efforts to maintain the number of material sites (i.e., asphalt and concrete batch plants, aggregate mines) in the region. A number of material sites have already closed or are scheduled to close in the near future. As a consequence, costs for asphalt and concrete used will increase, compounded by much higher trucking costs and more frequent inspector-rejection of materials that will be too old to put in place. In addition, both raw mining materials from out of area, and longer distances traveled in the delivery of hot asphalt, could result in additional freeway congestion, loss of regional sales tax on materials, and effects on air quality.

- Optimizing the property acquisition process for transportation projects. Caltrans and SANDAG continue to refine project designs in order to avoid and/or minimize the right-of-way needs. However, when new rights-of-way are required, support from the local jurisdiction in the form of partnerships with Caltrans and/or SANDAG will optimize and reduce the cost of the right-of-way acquisition process.

- Another opportunity is presented when a developer proposes a non-transportation use adjacent to a planned transportation facility. Local jurisdictions, through negotiations with the developer, can obtain what is called an Irrevocable Offer of Dedication to secure land needed for planned transportation facilities, where the developer dedicates a portion of its land for transportation purposes. The Cities of Oceanside and Chula Vista successfully implemented this strategy for the construction of SR 76 and SR 125, respectively.

- More widespread use of creative contracting techniques is another way to reduce project costs. Shared risk, improved partnering, flexible stage construction, and lengthened work windows, along with rate and size of contract lettings to reflect the sustainable level the industry can be expected to meet, are all ways to control the high rate of cost increases seen in the past few years. Local agency support for flexible construction and lengthened work windows may result in more complaints from the traveling public and residents during construction. However, more flexible contracts will be less expensive than the more restrictive contracts, allowing the work to be completed in a shorter amount of time.

Next Steps

Staff will continue to work with SANDAG’s many transportation partners to implement the previously mentioned opportunities for reducing transportation project costs. These partners include the 18 cities and the County of San Diego, Caltrans, Metropolitan Transit System, North County Transit District, Federal Highway and Transit Administrations, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, California Department of Fish and Game, California Coastal Commission, Regional Water Quality Control Board, Engineering and General Contractors Association, Associated General Contractors, and the consulting industry.
Staff, in cooperation with Caltrans, is in the process of updating and refining active project cost estimates, including the cost estimates for the TransNet Early Action Program. These cost estimates will be used to develop the Draft TransNet Plan of Finance that is scheduled to be presented to the Transportation Committee in September 2005. The entire capital transportation program costs also will be updated as we prepare for the update of the Regional Transportation Plan (RTP).

In addition, staff will begin to utilize probability analysis methodologies to better plan for future inflationary and industry trends that may affect the region’s capital transportation programs. Staff plans to begin using a probability analysis method similar to the one currently being used by the Arizona Department of Transportation. This will provide better forecasting information to assist the Transportation Committee with its decision making process. This forecasting information will be provided in the form of a “risk analysis” report. Staff plans to provide the first Transportation Program Risk Analysis report to the Transportation Committee by December 2005.

JACK BODA
Director of Mobility Management and Project Implementation

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