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MEETING NOTICE AND AGENDA

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BAYSHORE BIKEWAY WORKING GROUP

The Bayshore Bikeway Working Group may take action on any item appearing on this agenda.

Friday, January 18, 2008

2:00 p.m.

SANDAG, Conference Room 8A
 401 B Street, Suite 800
 San Diego, CA 92101-4231

Staff Contact: Stephan Vance
 (619) 699-1924
sva@sandag.org

AGENDA HIGHLIGHTS

- WESTERN SALT PROJECT STATUS REPORT
- SANDAG PRELIMINARY ENGINEERING STUDY
- FUTURE FUNDING OPPORTUNITIES

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BAYSHORE BIKEWAY WORKING GROUP

Friday, January 18, 2008

ITEM #	RECOMMENDATION
1. INTRODUCTIONS	
2. PUBLIC COMMENT AND COMMUNICATIONS	
+3. MINUTES OF THE AUGUST 16, 2007, MEETING	APPROVE
4. WESTERN SALT PROJECT STATUS REPORT	INFORMATION
<p>The City of San Diego has awarded a contract for construction of this project, but construction has yet to begin as several issues remain to be resolved. These issues include potential litigation with the Save Our Heritage Organization over the EIR, and the Coastal Development Permit conditions. City of San Diego and SANDAG staff will provide a report.</p>	
5. SANDAG PRELIMINARY ENGINEERING STUDY	INFORMATION
<p>Work is beginning on the preliminary engineering study for the section of the bikeway between Main Street in Chula Vista and 32nd Street in the City of San Diego. SANDAG staff will provide a report on the project schedule and scope of work, and answer questions about the project.</p>	
+6. FUTURE FUNDING OPPORTUNITIES	INFORMATION
<p>In February, the SANDAG Board of Directors will adopt an apportionment schedule for Transportation Development Act funds, a portion of which is available for bicycle and pedestrian projects. A revised estimate of FY 2009 <i>TransNet</i> Bicycle, Pedestrian and Neighborhood Safety funds is also available. SANDAG staff will discuss these and other funds that could be available for the next phase of Bayshore Bikeway Development.</p>	
7. ADJOURN	

+ next to an item indicates an attachment

San Diego Association of Governments

BAYSHORE BIKEWAY WORKING GROUP

January 18, 2008

AGENDA ITEM NO.: **3**

Action Requested: APPROVE

MINUTES OF THE AUGUST 16, 2007, MEETING

1. Introductions

See attached list of attendees.

2. Public Comments and Communication

None.

3. Approval of February 25, 2005, Meeting Minutes

Approved. (Motion McLean, second Cox)

4. Western Salt Project Report

Frank Gaines, City of San Diego project manager, provided a status report of the project. He passed out a schedule of key upcoming events in the project development process. They include hearings at the City of San Diego's Historic Resources Board (HRB) on August 28, 2007, Planning Commission on September 6, and City Council on September 11. The preferred alternative in the Environmental Impact Report (EIR) is to remove the railroad ties where the bike path will be directly on top of the railroad to avoid pavement failures caused by the decomposition of the ties. The pavement failure will be a maintenance and liability concern for the City of San Diego. A portion of the rails and ties will be buried under a new haul road that will be created for the salt operations, and a portion will be left exposed. After meeting with Save Our Heritage Organization (SOHO) Executive Director Bruce Coons, it is apparent that SOHO will continue to ask that all the ties be buried in place. Discussion of this issue focused on how best to present the case for the EIR recommendation at the HRB and Planning Commission hearings. Supervisor Cox passed out lists of the HRB and Planning Commission members. Councilmember Monroe, Gordy Shields, Kathy Keehan, Stephan Vance, and perhaps Councilmember McLean will attend the HRB hearing and testify. Supervisor Cox, Councilmember Monroe, Kathy Keehan, and Stephan Vance will attend the Planning Commission hearing.

The Working Group discussed the possibility of the project being delayed by a subsequent legal action from SOHO once the EIR is certified by the City of San Diego. The consensus was that all the parties had made their best effort to develop a project that balanced the needs for transportation,

as well as protection of the natural and historic resources in the area. On a motion from Councilmember McLean, second Councilmember Rindone, the Working Group agreed to support the preferred alternative in the EIR, and to address the historic resource issue through the San Diego City Council in the future if necessary.

Mr. Gaines reported that the city received four bids on the project, all of which exceeded the current funding level. However, the bids include two additive alternatives: (1) burying the ties under cement-treated base and geotextile fabric, and (2) remobilization if a second season of construction is required. He stated that project can be constructed by the low bidder under the current budget provided ties can be removed and a second season is not required. He also stated that the nixolite (bird perch deterrent) will not be required, reducing the cost by \$52,000, and that he continues to work to get the requirement for a non-standard 7-foot chain-link fence changed to a standard 6-foot fence, which could save approximately \$97,000.

5. SANDAG Preliminary Engineering Study

Staff reported that SANDAG has agreed to undertake preliminary engineering and environmental review for the next phase of the Bayshore Bikeway development from Main Street in Chula Vista north through National City using funding provided from the County of San Diego (District 1 Community Projects grant), Chula Vista (*TransNet* local funds), and National City (gas tax). Supervisor Cox pointed out that the agenda was incorrect as to the amount of funding provided by the County. The County awarded \$200,000 to SANDAG, \$50,000 to Chula Vista, and \$20,000 to National City for a total of \$270,000, making the total project budget \$337,000. He also clarified that he intended the funding to cover the project as far north as 32nd Street.

Alex Estrella, who will be the project manager for SANDAG, reported that SANDAG's plan is to use its on-call engineers, with assistance from specialists in bikeway development, to do this work. He expects to have a final budget and scope of work within the next couple of weeks. SANDAG will assemble a technical advisory committee with staff from each of the agencies and stakeholders along the project length to ensure there is good communication with all the interested parties.

Scott Tulloch expressed concern on the part of Chula Vista that the project result in a defined project that they could use to compete for funding to complete final design and construction in the next *TransNet* bicycle and pedestrian funding cycle. This is a concern because there is more uncertainty over the eventual alignment in National City, so that part of the project could consume a greater part of the budget. He also said that Chula Vista originally planned to do this work in-house, and budgeted their funds to cover staff costs. Muggs Stoll suggested that the consultant develop a phasing plan to ensure appropriate progress is made on each segment of the project.

The Working Group asked to be kept informed about the project as it goes forward. Councilmember Phil Monroe asked that he be provided a brief report each month.

6. Rails to Trails Conservancy (RTC) Active Transportation Campaign

Stephan Vance reported that he accompanied Supervisor Cox, Councilmember Monroe, Chanelle Hawken from Council President Scott Peters Office, and Kathy Keehan to Portland Oregon for the Rails to Trails Conservancy's TrailLink 2007 conference. A major focus of the conference was an effort by the RTC to develop a campaign they are calling the 2010 Active Transportation Campaign.

It would add a program to the next federal transportation reauthorization that would provide 40 sites around the country with \$50 million each to build infrastructure and implement programs that would result in a significant mode shift to walking and bicycling. RTC thinks the San Diego would be an excellent candidate to be one of these sites.

Councilmember Monroe added that the challenge will be to gain the support of the region's congressional delegation for the campaign. He commented on the strong bike and pedestrian friendly culture in Portland. The conference sessions he attended emphasized the potential economic benefit that trails can provide for local businesses. He suggested we need to do a better job of attracting Bayshore Bikeway users into our commercial areas with signage and access improvements.

Supervisor Cox stated that one of the reasons RTC considers the San Diego region is a good candidate for this potential program is that SANDAG helps the region present a unified vision to our congressional delegation on transportation funding matters. He felt there was an opportunity for SANDAG to take more of a leadership role in trail development, and with regional parks as well.

7. Other Matters

Bikeway Signs and Pavement Markers. Stephan Vance reported that SANDAG has received additional Bayshore Bikeway signs and glue-on pavement markers. He will be contacting each agency about installing the signs. The pavement markers will be installed by a group of volunteer bicyclists.

Next Meeting. The Working Group determined that next meeting should be following the California Coastal Commission meeting where the Western Salt project Coastal Development permit is scheduled for action. The Coastal Commission meeting will be October 10-12 in San Pedro, CA.

8. Adjourn

BAYSHORE BIKEWAY WORKING GROUP ATTENDANCE

Date: August 16, 2007

NAME	AGENCY
Members	
Supervisor Greg Cox	County of San Diego
Gordy Shields	Bicycle Activist
Councilmember Phil Monroe	City of Coronado
Councilmember Fred McLean	City of Imperial Beach
Councilmember Jerry Rindone	City of Chula Vista
Matt Awbrey for Councilmember Kevin Faulconer	City of San Diego
Staff and Others	
Danny Melgoza	County of San Diego
Stephan Vance	SANDAG
Frank Gaines	City of San Diego, Engineering
Frank Rivera	City of Chula Vista
Scott Tulloch	City of Chula Vista
Kathy Keehan	San Diego County Bicycle Coalition
Alberto Griegos	City of National City
Robert Ripley	Naval Base San Diego Planning
Alex Estrella	SANDAG
C. "Muggs" Stoll	SANDAG
Adrian Ortiz	Interested Citizen

FY 2009 Bicycle and Pedestrian Funding Program

Source of Funds

Transportation Development Act	Current Unallocated Balance	\$	62
	FY 2008 Apportionment Reduction	\$	(132,000)
	FY 2009 Apportionment		2,313,000
	Fiscal Audit Claim Reductions		135,758
	Total TDA Funding Available for FY 2006	\$	2,316,820

TransNet	Unprogrammed Balance	\$	99
	Estimated FY 2008 Interest Earnings		80,000
	FY 2009 Funds		4,920,000
	Total Estimated TransNet Funding	\$	5,000,099

CMAQ	Reprogrammed funds from Coastal Rail Trail	\$	1,900,000
	Total FY 2008 Funds Available to Allocate	\$	9,216,919

Uses of Funds

Prior Funding Commitments	Inland Rail Trail	\$	(3,800,000)
	Lake Hodges Bridge		(1,875,000)
	Total Prior Funding Commitments	\$	(5,675,000)

Total Available Funding Remaining for FY 2009 Claims \$ 3,541,919