TRANSPORTATION COMMITTEE AGENDA

Friday, December 12, 2008
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• SORRENTO VALLEY COASTER CONNECTION UPDATE
• SAN DIEGO REGIONAL BICYCLE PLAN - PROPOSED NETWORK
• 2030 REGIONAL TRANSPORTATION PLAN: ONE-YEAR REVIEW

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Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Transportation Committee may take action on any item appearing on the agenda.

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TRANSPORTATION COMMITTEE
Friday, December 12, 2008

ITEM #

+1. APPROVAL OF NOVEMBER 7, 2008, MEETING MINUTES

APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

CONSENT ITEMS (3 through 6)

+3. STATE TRANSIT ASSISTANCE CLAIM AMENDMENT (Sookyung Kim)

APPROVE

Each June, the SANDAG Board approves the North County Transit District (NCTD) State Transit Assistance Claim (STA) claim as part of the Transportation Development Act claim process. The County Auditor’s office has identified additional STA funds received in prior fiscal years. NCTD seeks to amend its STA claims in order to receive these funds. The Transportation Committee is asked to approve Resolution No. 2009-10, approving the STA claim amendment for NCTD.

+4. EXTENSION REQUEST FOR FY 2008 TDA AUDITS (Lisa Kondrat-Dauphin)

APPROVE

The Cities of Chula Vista and San Diego have requested an extension for their FY 2008 Transportation Development Act (TDA) audits. The Transportation Committee is asked to approve TDA audit extension requests for the Cities of Chula Vista and San Diego until March 27, 2009, as permitted by the Public Utilities Code and the California Code of Regulations. This action would allow sufficient time for the completion of the TDA audits and submittal of the issued financial reports to the State Controller’s office.

+5. FEDERAL TRANSIT ADMINISTRATION SECTION 5311 PROGRAM OF PROJECTS (Susan Brown)

RECOMMEND

The Federal Transit Administration (FTA) provides funding for rural transit service by formula to states. The State of California then apportions funds to the regions based on the total rural population in each county. North County Transit District and Metropolitan Transit System are eligible to receive these funds for operating and capital costs of rural services. The proposed Program of Projects would apportion the region’s Section 5311 to the two transit agencies based on the relative service area share of rural population. The Transportation Committee is asked to recommend that the Board of Directors approve the programming of a total of $626,205 in FTA Section 5311 funds.
The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak’s Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak’s fastest growing. The report summarizes the actions from the LOSSAN Board meeting on November 12, 2008.

**CHAIR’S REPORT (7)**

7. **STATE ROUTE 905/11 STATUS UPDATE** (Vice-Chair Jack Dale, Councilmember, Santee; Pedro Orso-Delgado, Caltrans)

Vice-Chair Dale and Pedro Orso-Delgado will provide the monthly update of what was discussed by the State Route 905 strike team.

**REPORTS (8 through 15)**

8. **POTENTIAL AMENDMENTS TO REGIONAL COMPREHENSIVE FARE ORDINANCE DUE TO COMPASS CARD DEPLOYMENT DELAY** (James Dreisbach-Towle)

SANDAG, Metropolitan Transit System, and North County Transit District are recommending that the public launch of Compass Card be delayed until March 1, 2009. Implementation delays due to platform validator construction and punch list items have extended the schedule needed to perform full system testing. A delay is recommended to allow time to conduct testing and to adequately educate and market to the public. This schedule change would preclude the launch of Rolling Passes on the Compass Card currently planned for January 1, 2009. One of the proposed options is to amend the Fare Ordinance to delay implementation of the Rolling Passes until the Compass Cards can be fully deployed. The Transportation Committee is asked to hold the first reading of proposed amendments to the Regional Comprehensive Fare Ordinance to delay introduction of the Compass Card and the Rolling Passes until March 1, 2009.
9. SORRENTO VALLEY COASTER CONNECTION UPDATE (Dave Schumacher) INFORMATION

Funding for the Sorrento Valley Coaster Connection (SVCC) services operated by the Metropolitan Transit System (MTS) was significantly reduced on July 1, 2008, with the loss of funding from the Air Pollution Control District and Caltrans. A $1.00 one-way fare and $40.00 monthly pass were instituted on these services to help generate additional fare revenue in order to bridge the funding gap. The result has been a significant decrease in ridership and higher subsidy costs per passenger. MTS also has attempted, without success, to secure public-private partnerships with Sorrento Valley businesses that could have generated increased financial support for the SVCC services. Given the ongoing budget crisis, MTS has tentatively planned that a public hearing be held to consider the potential elimination of the SVCC services. Since the SVCC services are routes of regional significance, the Transportation Committee is required by Board Policy No. 018 to determine whether the elimination of this route is consistent with regional policies, goals, and objectives prior to MTS holding its public hearing. SANDAG, MTS, and NCTD staffs will be meeting over the coming weeks to explore options for modifying the SVCC services and/or making shifts in other MTS and NCTD services in order to continue some level of SVCC service. Staff will present an update to the Transportation Committee on these issues.

10. SAN DIEGO REGIONAL BICYCLE PLAN – PROPOSED NETWORK (Chris Kluth) ACCEPT

The San Diego Regional Bicycle Plan (Regional Bicycle Plan) is being developed to support implantation of both the Regional Comprehensive Plan and the Regional Transportation Plan. This report presents the preferred regional bicycle network and provides a general introduction to potential funding scenarios under development. The Transportation Committee is asked to accept the draft revised regional bicycle network for planning purposes in the Regional Bicycle Plan. The draft revised network will provide a framework on which to base recommended bicycle facility types, proposed funding scenarios, and implementation actions.

11. CAPITAL PROJECTS BUDGET TRANSFERS (Ramon Ruelas) APPROVE

The Del Mar Bluffs Stabilization Project II and the Santa Margarita River Bridge and Second Track project are both included in the SANDAG Capital Improvement Program. The Transportation Committee is asked to approve a fund transfer of $430,000 from the Del Mar Bluffs Stabilization Project II to the Santa Margarita River Bridge and Second Track Project and approve the revised capital budgets for these Projects.
+12. **SPRINTER PROJECT STATUS REPORT AND SPRINTER ASSISTANCE BUDGET AMENDMENT (Jim Linthicum)**

This item provides a monthly status report on the SPRINTER rail project, including discussion of implementation and effectiveness of project cost control measures. SANDAG staff will summarize recent progress on the project. The Transportation Committee is asked to approve an increase to the SPRINTER Assistance Project budget (CIP 1115200) by $325,000 in order to pay for the new SANDAG (former North County Transit District) construction management staff during project close out.

+13. **STATE-LOCAL PARTNERSHIP PROGRAM (José A. Nuncio)**

The Proposition 1B infrastructure bonds approved by the voters include $1 billion for the State-Local Partnership Program (SLPP). An initial appropriation of $200 million and follow up legislation were approved by Governor Schwarzenegger earlier this year. This report presents the two elements of the program and discusses options to program the approximately $16.6 million for the San Diego region.

+14. **2030 REGIONAL TRANSPORTATION PLAN: ONE-YEAR REVIEW (Heather Werdick)**

The Board of Directors directed staff to conduct a one-year analysis on 2030 Regional Transportation Plan (RTP) follow-up items such as climate change, corridor studies, and smart growth practices. This report provides an update on the progress to date on these issues since the November 30, 2007, adoption of the 2030 RTP.

+15. **FISCAL YEAR 2007/2008 RSTP AND CMAQ REPORT (José A. Nuncio)**

This report presents year-end summary information for the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) federal funding programs. The report also discusses the use of programming tools to facilitate the delivery of regional projects in Federal Fiscal Year 2007/2008.

16. **UPCOMING MEETINGS**

The next meeting of the Transportation Committee is scheduled for Friday, January 16, 2009, at 9 a.m.

17. **ADJOURNMENT**

+ next to an agenda item indicates an attachment
TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS
MEETING OF NOVEMBER 7, 2008

The meeting of the Transportation Committee was called to order by Chair Jim Madaffer (City of San Diego) at 9:03 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Vice Chair Jack Dale (East County) and a second by Mayor Lori Holt Pfeiler (North County Inland), the Transportation Committee approved the minutes from the October 17, 2008, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

SANDAG Board of Directors Chair Mary Sessom presented Chair Madaffer with a plaque commemorating his service to the SANDAG Board and the Transportation Committee. Chair Sessom stated that it has been an honor and privilege to work with Chair Madaffer over the years and expressed her appreciation for his service to the region.

Pedro Orso-Delgado, Director Caltrans District 11, presented Chair Madaffer with a Certificate of Appreciation on behalf of Caltrans and thanked him for his support of transportation projects and his leadership for the region.

Chair Madaffer commented that it has been his honor to have served the region and expressed his pleasure for working with SANDAG and Caltrans. He stated that without their support he could not have accomplished what he had over the years. Chair Madaffer stated that our region is strong in transportation issues because of the work done by staff member at SANDAG and Caltrans.

Chuck Lungerhausen, a member of the public, submitted written comments and expressed his appreciation to Chair Madaffer for his service. He commented that it has been his pleasure to address the Board and wished the Board members well in their future endeavors.

Clive Richard, a member of the public, stated that it has been a privilege to address this committee and expressed his appreciation to Chair Madaffer for his service.
Jim Schmidt, a member of the public, submitted several articles which he had written regarding the Coastal Commission and its activities. He expressed his concerns regarding the actions of the Coastal Commission and the decisions it has made regarding transportation issues in the region.

Chair Madaffer recognized Councilmember Phil Monroe (South County), Chair Pro Tem Bob Emery (Metropolitan Transit System [MTS]), and Chairman Ed Gallo (North County Transit Service [NCTD]) for their service to their respective jurisdictions and to SANDAG. Chair Madaffer stated that these three gentlemen have been stalwart supporters of transportation to the region and they will be missed. Chair Madaffer expressed his appreciation to Mayor Dave Druker (North County Coastal), Deputy Mayor Jerry Rindone (South County), and Councilmember Toni Atkins (City of San Diego) for their service to the community and the region as well.

Chair Pro Tem Emery stated that seven members of the Transportation Committee will be leaving and urged the member jurisdictions to appoint strong transit and transportation advocates to the Transportation Committee to replace these members. It is very important to bring members to the Committee that understand the needs of the region.

Councilmember Bob Campbell (North County Inland) stated that he recently attended the Lake Arrowhead Symposium on behalf of SANDAG. The Symposium covered climate change issues and was very educational. He had the opportunity to learn what other countries were doing to address climate change and gave examples of some efficiencies from other countries in the areas of transit and transportation.

**CONSENT ITEM**

3. **TransNet ROUTINE ACCOMMODATION EXCLUSIONS – CITY OF CHULA VISTA (APPROVE)**

The Transportation Committee is asked to approve a request from the City of Chula Vista for exclusion from Board Policy No. 031, TransNet Ordinance and Expenditure Plan Rules, Rule #21: Accommodation of Bicyclists and Pedestrians, for five specific roadway projects.

**Action:** Upon a motion by Chair Pro Tem Emery (Metropolitan Transit System [MTS]) and a second by Councilmember Matt Hall (North County Coastal), the Transportation Committee approved Consent Item 3.

**CHAIR’S REPORT**

4. **STATE ROUTE 905/11 STATUS UPDATE (INFORMATION)**

Chair Madaffer stated that he would like to see the Strike Team meetings continue once he is no longer the Chair. He stated thanks to Mr. Orso-Delgado we should have the presidential permit within the next week.

Chair Madaffer expressed his appreciation to Mr. Orso-Delgado and his staff for their work on both State Route (SR) 11 and the new Port of Entry. He commented that as we move forward TransNet dollars are down by 4 percent and we need to work with Caltrans to ensure these projects get funding. Chair Madaffer stated that perhaps staff could look into
finding funds that could be swapped to relieve TransNet dollars that could be used for other projects in the Region.

Mr. Orso-Delgado stated that he made a site visit to SR 905 and was very impressed with the construction work completed so far and the work currently underway. He commented that in Phase 1A almost 24 percent of the work has been completed in 19 percent of the time. He commented that the community is being very understanding of the project noise and disturbances and there have been very few complaints received. Mr. Orso-Delgado stated that the contractor is in the process of doing underground work flood and building the drainage channel, and the bridge cones are in place. Mr. Orso-Delgado stated that they are currently at trial with a property owner regarding a right-of-way and that he hopes the case will reach resolution within the month. The final right-of-way trial is scheduled for February 2009, and staff believes that the funding allocation is enough to settle all the cases but there is still a risk. Mr. Orso-Delgado stated that Phase 1B went out to bid in October and they expect to break ground in February 2009 which is on schedule.

Mr. Orso-Delgado stated that the legislation for SR 11 passed and the project also is one of three nationwide that was chosen for the federal border congestion relief program, which gives us access to technical, financial, environmental, and right-of-way assistance from both the Federal Highway Administration (FHWA) and Department of Transportation (DOT). Mr. Orso-Delgado stated that the Presidential Permit is being processed at the Department of State and they expect that the Undersecretary of State will be briefed early next week and they expect to have the fully executed Presidential Permit within two weeks after that.

Mr. Orso-Delgado stated that he and Gary Gallegos, Executive Director, will be meeting with the Mexican Department of Transportation counterparts to discuss a unitary toll collections system and joint financing for the new Port of Entry. He stated that the staff will internally study potential cross border connections and interchanges and feasibility prior to getting public comments.

**Action**: This item was presented for information only.

### REPORTS

5. **2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NO. 1 (APPROVE)**

Sookyung Kim, Financial Programming Manager, presented the item. SANDAG processes amendments to the RTIP generally on a quarterly basis and occasionally on a more frequent basis as circumstances arise. The quarterly amendment process usually falls in October of each year.

However, since SANDAG anticipated federal approval of the 2009 Federal State Transportation Improvement Program (FSTIP) which includes the SANDAG 2008 RTIP, to be delayed until the first week of November, the first quarterly amendment was delayed to the this meeting. Ms. Kim stated that Amendment No. 1 includes changes as requested by member agencies and Table 1 provides the project descriptions, proposed changes and funding for projects proposed.
Ms. Kim stated that the ITOC reviewed Amendment No. 1 at its October 15, 2008, meeting focusing its review on the TransNet extension funded programs. ITOC members provided comments on three projects: State Route (SR) 76 (CAL29), SPRINTER (NCTD16), and City of Encinitas Traffic Safety Calming (ENC19). The ITOC comments related to SR 76 and the SPRINTER were conveyed to the Transportation Committee at its October 17 meeting and to the Board of Directors at its October 24 meeting. ITOC comments related to these three projects are included in the staff report Attachment 2. Project ENC19 was programmed as a congestion relief project. ITOC members correctly pointed out that traffic safety type projects are considered maintenance based on Rule 18 of Policy No. 031. This change has been made and is reflected in Table 1.

Ms. Kim stated that SANDAG transmitted the draft project amendment to interested parties for a 15-day public review. The comment period ended October 22, 2008. No comments were received.

Ms. Kim reviewed the proposed amendments and the additional information included in Table 1 for the following entities: Caltrans, the City of Encinitas, NCTD, SANDAG, MTS, the City of San Diego, the City of Santee, and the City of San Marcos.

Ms. Kim stated that federal regulations require the 2008 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the TransNet program; and (4) the planning and programming documents of the local transportation providers. Tables 2a through 2c provide updated program summaries including a comparison from the prior approved version. Based upon the analysis, the projects contained within the 2008 RTIP, including Amendment No. 1, are reasonable when considering available funding sources.

Ms. Kim stated that on July 25, 2008, SANDAG found the 2008 RTIP in conformance with the Regional Air Quality Strategy/State Implementation Plan (SIP) for the San Diego region. All of the required regionally significant capacity increasing projects were included in the quantitative emissions analysis conducted for the 2030 San Diego Regional Transportation Plan: Pathways for the Future (2030 RTP) and the 2008 RTIP. The 2008 RTIP and its conformity finding have been submitted to the Federal Highway Administration (FHWA) and a determination of conformity is expected early part of November 2008. The FHWA and the Federal Transit Administration (FTA) jointly approved the conformity determination for the 2030 RTP and the conformity re-determination for the 2006 RTIP on December 10, 2007.

Ms. Kim stated that projects in RTIP Amendment No. 1 meet the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). All capacity increasing projects in Amendment No. 1 were included in the quantitative emissions analysis conducted for the 2030 RTP and 2008 RTIP. All other projects not included in the air quality conformity analysis are either non-capacity increasing or are exempt from the requirement to determine conformity according to the Transportation Conformity Rule (40 CFR §93.126). SANDAG followed interagency consultation procedures to determine which projects are exempt. Amendment No. 1 does not interfere with the timely implementation of Transportation
Control Measures. The 2008 RTIP, including Amendment No. 1, remains in conformance with the SIP.

**Action:** Upon a motion by Mayor Pfeiler and a second by Supervisor Ron Roberts (County of San Diego), the Transportation Committee adopted Resolution No. 2009-07, approving Amendment No. 1 to the 2008 RTIP.

6. **ADOPTION OF MITIGATED NEGATIVE DECLARATION FOR MID-CITY RAPID BUS PROJECT (ADOPT)**

Miriam Kirshner, Senior Regional Planner, presented the item. The Mid-City Rapid Bus Project includes the design and implementation of a 10-mile Rapid Bus service between San Diego State University (SDSU) and downtown San Diego along El Cajon and Park Boulevards. The line will provide North Park, City Heights, and College area residents, students, and workers with a limited-stop, high-speed service in one of the key transit corridors in the region. The Rapid Bus project will implement a number of transit priority treatments (for example, signal priority treatments and signal queue jumps) designed to improve transit operations in a mixed-flow traffic setting. The Mid-City Rapid Bus Project is included in the TransNet Extension Ordinance and Expenditure Plan approved by the voters in 2004, and is on the Early Action Project list. Funding also is expected from the federal Very Small Starts program.

Ms. Kirshner stated that a draft Mitigated Negative Declaration (MND) was prepared for the project and was circulated for a 30-day public review period. The draft MND was available for review at public libraries, on the SANDAG Web site, and in hard copy and disk. The document was distributed to interested parties, to the State Clearinghouse, and to the County Recorder. The MND analyzes potential project impacts related to air quality, cultural resources, hazardous materials, noise, aesthetics, geology and soils, hydrology and water quality, transportation, and utilities. There are mitigation measures for noise, air quality, cultural resources, and hazardous materials.

Ms. Kirshner stated that a number of comments on the draft MND were received. A number of reviewers raised questions about the parking and traffic impacts of the proposed pop-out stations and bus storage pockets. There also were questions about estimated transit travel time and dwell time at the stations. The comments are incorporated into the final MND, with responses, and with changes to the MND where appropriate. After mitigation, there are no remaining significant environmental impacts. The project’s impacts to on-street parking are considered not significant environmentally; however, staff would continue to refine the station designs to further reduce parking impacts throughout the final design process.

Ms. Kirshner stated that if the Transportation Committee adopts the final MND, staff also will proceed to prepare final design plans for the project. Adoption of the MND by the Transportation Committee is needed before final design can proceed.

Ms. Kirshner reviewed the activities that will occur during the final design process. Modifications will be made to the station design drawings to reflect changed conditions and community input. In addition, staff will address the issue brought up by the Transportation Committee regarding combining Rapid Bus and local bus stops. The basic shelter concept has undergone community review at previous workshops and the September 11, 2008,
community workshop. Staff anticipates revising the design based on community input and consistency with the Mid-Range Transit Plan (currently underway) that will develop regional guidelines on Bus Rapid Transit project attributes (including stations) to ensure consistency across projects. Staff also will collaborate with MTS to develop a branding design for the articulated buses that will be purchased as part of the Rapid Bus project. Collaboration with MTS on the operating plan that will be funded jointly by TransNet and existing MTS resources on Route 15 also will begin. Operating cost estimates will include frequency enhancements to the existing Route 15 service, maintenance of shelters, fare vending equipment, and on-vehicle signal priority equipment. Staff will collaborate with the City of San Diego on issues including station design, traffic control, and monitoring and maintenance of signal priority equipment. This will lead to an agreement on operating costs and responsibilities, including maintenance of travel lanes, drainage facilities, signal timing and phasing, and off-vehicle signal priority equipment. Staff will collaborate with community organizations on maintenance of new landscaping. The stations will provide new street trees. The current plan is to install the landscaping and irrigation, then turn over maintenance responsibilities to existing maintenance districts. Staff will conduct value engineering and revise cost estimates.

Ms. Kirshner stated that the final design process will include a critical evaluation of cost-effectiveness and possible design modifications to add value to the project. Cost estimates will be revised throughout the process. Staff will maintain a tight control on project costs to ensure that SANDAG is in compliance with the requirements of the federal Very Small Starts program.

Councilmember Atkins requested clarification regarding the comment letters and petition received dealing with the parking issues in the 4100-4200 block of Park Boulevard and what action staff took in response.

Ms. Kirshner stated that a number of businesses expressed their concerns regarding the loss of seven on-street parking spaces in the 4200 block resulting from the construction of a station on that block. During a public outreach meeting, it was suggested that the station be relocated to the south side of the intersection. Our engineers did an alternative design and although it simply transfers the loss to the 4100 block, we felt that this was the preferred alternative because there was adequate off-street parking in that block. As a result of that public comment we did change the design on this segment of the corridor which was included in the final MND.

Steve Russell, City Heights Community resident commented that this pilot project is a key part of our community revitalization. This project was intended as a showcase for introducing these types of transit lines in an urban area. SANDAG staff did an excellent job with community outreach and responding to community concerns. He expressed his support for the project.

Clive Richard expressed his support for the project.

Councilmember Atkins expressed her appreciation to staff for their dedication to the community process. She stated that this project was challenging because it was located in an urban community with a business district and sensitive parking issues. She stated that projections show this line as one with the highest ridership and commented that it is critical to the community. Councilmember Atkins expressed her appreciation to staff for their
professionalism and responsiveness in dealing with all the issues of the community. She also expressed her thanks for having this project completed before she left office because it was so important to her constituents in the community.

Mayor Jim Desmond (San Diego County Regional Airport Authority [SDCRAA]) commented that one of the biggest complaints about transit is that it is too complicated or difficult to use and the project make transit easy to use and simple to understand, and he stated his support for the project and his appreciation to staff for their hard work.

Councilmember Monroe commented that this line is projected to have one of the highest riderships and stated that he would like to have a follow up item on an agenda in six months to compare the projected ridership for this line with actual numbers.

Chair Madaffer acknowledged the work of the community members on this project. He stated they have been diligent and worked with SANDAG staff to bring this project forward. He commented that hopefully this will be the first of many of this type of rapid bus line in the region to bring our region closer to meeting the requirements of SB 375 and greenhouse gas emission reduction.

Action: Upon a motion by Councilmember Monroe and a second by Chair Madaffer, the Transportation Committee adopted the Mitigated Negative Declaration for the Mid-City Rapid Bus Project.

7. PUBLIC HEARING: 2008 CONGESTION MANAGEMENT PROGRAM UPDATE (APPROVE)

Heather Werdick, Senior Regional Planner, presented the item. SANDAG is required by state law to prepare and regularly update a Congestion Management Program (CMP) for the San Diego region. The purpose of the CMP is to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. The last CMP update was adopted by SANDAG in 2006.

Ms. Werdick stated that at the September 19 meeting, the Transportation Committee accepted the Draft 2008 CMP Update for distribution and 30-day public comment period, and scheduled a public hearing for today’s meeting. Subsequent to this action, copies of the Draft 2008 CMP Update were distributed to SANDAG technical working groups, local jurisdictions, and other interested parties. The Draft CMP also was posted on the SANDAG Web site.

Ms. Werdick stated that the focus of the 2008 CMP Update is to provide an updated CMP roadway network Level of Service (LOS) analysis based on 2007 traffic data, to provide an updated CMP transit corridor analysis based on 2007 transit data, and to provide an analysis of the effect of 2030 RTP improvements on the deficient segments identified in this CMP update.

Ms. Werdick stated that based upon the 2007 data there is a decrease of 15 deficient freeway and conventional highway segments equaling a decrease in deficient mileage of almost 51 miles compared to the 2006 CMP Update. For CMP arterials, there also has been a decrease of 12 deficient segments with deficient mileage declining by almost 16 miles.
Ms. Werdick stated that 11 CMP transit corridors were evaluated in terms of miles of service provided, number of trips operated, ridership, and average bus speed. Between 2005 and 2007, there has been an overall 12.8 percent increase in the number of trips operated, a 9.2 percent increase in ridership, and a 0.8 percent decrease in average vehicle speed.

Ms. Werdick stated that an analysis of CMP-identified roadway deficiencies (segments with LOS F) was conducted to assess the impacts of recommended improvements contained within the 2030 RTP on roadway congestion. Ms. Werdick summarized the results of this analysis and stated that the remaining deficient roadway segments that still require Deficiency Plans or equivalent analysis are included in Attachment 1. As this analysis shows, even with the planned 2030 RTP improvements, there still will be congestion in the future in some corridors. Population and employment growth coupled with future changes in land use and additional planned development make tackling congestion a challenge that should continue to be addressed.

Ms. Werdick stated that under state law, the local jurisdiction or jurisdictions in which the deficiency occurs are responsible for the preparation of Deficiency Plans. The purpose of a Deficiency Plan is to evaluate the cause of the existing roadway deficiency and to propose remedial actions necessary to address the deficiency. As previously discussed, the initial deficiency plan requirements are met through the RTP deficiency analysis. For those remaining deficient roadway segments, SANDAG and Caltrans are available to assist local agencies in preparing individual Deficiency Plans. SANDAG, Caltrans, and local jurisdictions are working on a number of sub-regional and corridor studies that may eliminate the need for specific Deficiency Plans. Corridor System Management Plans are underway for the Interstate 5 (I-5) North and I-805 Corridors in addition to a corridor study for the I-5 South Corridor. Additional travel demand modeling to evaluate the cause of the deficiency also may help address the requirements of Deficiency Plans. SANDAG staff in collaboration with local jurisdictions will develop additional implementation strategies for preparing Deficiency Plans that will be proposed as part of the FY 2010 budget process.

Ms. Werdick stated that the 30-day public comment period ended on October 22, 2008. SANDAG received comments on the Draft 2008 CMP Update from four agencies. The comments focus on minor wording changes, Deficiency Plans, and future additions to the CMP arterial network. Minor corrections and edits will be incorporated into the Final 2008 CMP Update, however, there are no substantive changes proposed for the Final 2008 CMP Update.

Ms. Werdick stated that staff evaluated two strategies for future CMP analysis to determine whether the state CMP process can be conducted on a more cost effective manner, and whether the efficiencies gained would outweigh the policy considerations. One strategy is to streamline the SANDAG CMP process and the other is to opt out of the state CMP process.

Ms. Werdick reviewed the details of the streamlined CMP Approach and stated that the basic state legislative requirements of the CMP are to monitor the performance of the transportation system, develop programs to address near- and long-term congestion, and better integrate transportation and land use planning. Since 1991, SANDAG has addressed these requirements through a CMP document that is updated biennially.

Staff evaluated incorporating the CMP requirements and monitoring into other SANDAG ongoing planning and monitoring activities, such as the Regional Comprehensive Plan (RCP)
Annual Performance Monitoring Report and Intergovernmental Review Program. To continue to follow the state CMP requirements, the Office of General Counsel and staff believe it is not necessary to prepare a stand-alone CMP document in the future.

In order to implement the streamlined approach for the CMP monitoring and reporting process, the RCP Annual Monitoring Report would continue to include CMP deficiency analysis information, but it would be expanded to include the other information that is required to be reported for the CMP. The current public review process for the RCP Annual Monitoring Report could serve as the public review process for the CMP as well. This streamlined approach for state mandated CMP monitoring would be fully incorporated into the 2010 RCP performance monitoring report.

Ms. Werdick stated that the second option, to Opt Out of the state CMP process is allowed by legislation for congestion management agencies. In order to opt out, a majority of the local jurisdictions representing a majority of the population in the county must adopt resolutions electing to be exempt from the state CMP. All six counties in the Sacramento region, as well as Fresno County, have opted out of the state CMP requirement. One major reason to consider opting out of the State CMP process is that under the law, local jurisdictions are responsible for preparing Deficiency Plans for deficient segments. Additionally, the Congestion Management Agency (SANDAG) is required to report a local jurisdiction’s failure to prepare and adopt a sufficient Deficiency Plan within the time allowed by statute, and is obligated to provide notification to the state if the local jurisdiction does not meet the statutory deadlines. The state may then withhold state gas tax funds from a local jurisdiction without an adopted Deficiency Plan.

Under the Opt Out option, SANDAG would still comply with federal congestion management provisions; however, this could be done through existing SANDAG planning and performance monitoring activities, such as the RTP.

Ms. Werdick reviewed the table reflecting the benefits and limitations of the state CMP as well as trade-offs of opting out of the state CMP requirement.

At its March 21, 2008, meeting, the Transportation Committee requested that SANDAG staff evaluate whether additional arterials should be added to the CMP network. The following criteria were developed and discussed with the Cities/County Transportation Advisory Committee (CTAC) and the Regional Planning Technical Working Group (TWG) to conduct this evaluation. Currently, there are 11 CMP arterial corridors that are included in the 2008 CMP Update. The criteria are that the arterial must be included in the Regional Arterial System; the arterial must be classified as a principal or prime arterial in the local jurisdiction’s circulation element/general plan; the arterial must carry a high volume of traffic (at least 50,000 average daily traffic); the arterial is not near an existing CMP facility (within two miles or within one mile if the arterial has regional transit); and the arterial provides connectivity and regional coverage to the CMP network.

If SANDAG continues to update the state CMP, staff proposes adding the following arterials to the CMP network: Telegraph Canyon Road/Otay Lakes Road: I-805 to SR 125 (City of Chula Vista) and Mira Mesa Boulevard: I-805 to I-15 (City of San Diego).

Ms. Werdick stated that the City of Chula Vista staff concurs with SANDAG staff on the proposed addition of Telegraph Canyon Road. However, City of San Diego staff disagrees
with the criteria used to evaluate new arterials. SANDAG staff modified the criteria based on suggestions from CTAC and staff from the City of San Diego. City of San Diego staff requested additional changes to the criteria, such as a higher threshold of average daily trips, developing a new definition for prime arterials, and an exception for arterials that are located adjacent to or within smart growth areas. SANDAG staff feels the additional proposed changes are not appropriate and could result in a majority of the existing CMP arterials not meeting revised indicators. Therefore, SANDAG staff recommends that both Telegraph Canyon Road/Otay Lakes Road and Mira Mesa Boulevard be added to the CMP network and be included in future CMP updates, should they be continued. New CMP arterials would be required to participate in biennial roadway monitoring and would be subject to the deficiency plan requirements if found deficient.

Based on direction received from the Transportation Committee, staff will bring back further information regarding the options for future CMP updates as outlined above, as well as possible modifications to the CMP arterial network, for action at a future Transportation Committee meeting.

Chair Madaffer opened the public hearing.

Chairman Gallo commented that staff is recommending adding two new arterials to the network. He commented that Bear Valley Parkway in Escondido has two segments located in the unincorporated area and have had no improvements done.

Ms. Werdick stated that Bear Valley Parkway is part of the Regional Arterial System but it does not meet the second criteria because it is not classified as a prime arterial, thus staff is not recommending that it be to be included.

Mayor Druker requested clarification regarding the deficient segments and that when looking at the 2007 data and applying that to what happens with the 2030 RTP, these segments remain deficient, and Ms. Werdick stated that was correct.

Councilmember Atkins expressed her concerns regarding the practical impact to the City of San Diego and its land use decisions in smart growth areas.

Councilmember Monroe commented that he understood that the local jurisdiction was responsible for the preparation and funding of the deficient segments, and asked if National City would be responsible for the preparation and funding of the deficiency report for the I-5 deficient segment from SR 54 to the Pacific Highway ramp. He commented that this was a burden for local jurisdictions for these major highways and asked if the funding comes from SANDAG or the city's general fund.

Ms. Werdick stated that state guidelines and requirements are that local agencies prepare, fund, and adopt the Deficiency Plans for roadways. At one time there was a Deficiency Plan done for the central I-5 Corridor by the City of San Diego so there is a precedent for that segment.

Bob Leiter, Director of Land Use and Transportation Planning, stated that funding of the Deficiency Plans is a policy and budget issue. SANDAG and Caltrans participate in the development of these plans when it involves state highways. For example, the I-5 South Corridor is deficient and the City of Chula Vista has partnered with SANDAG and Caltrans to
prepare the Deficiency Plan for that corridor. Mr. Leiter stated that it is a shared responsibility to fund and develop the plan. He stated that in this case Chula Vista was able to acquire funds from grants through Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) to cover its share of the costs.

Mr. Gallegos commented that Deficiency Plans are an unfunded mandate and it is always a challenge to find sources of funding for these types of state requirements. He stated that working cooperatively, Chula Vista, SANDAG, and Caltrans were able to develop a funding plan and make it work.

Chair Madaffer stated that if a local jurisdiction does not have a congestion management plan, SANDAG cannot send it state gas tax funds.

Ms. Werdick stated that SANDAG is required to adopt a CMP identifying deficient segments, and the local jurisdictions are required to adopt a Deficiency Plan within one year for those segments located in their jurisdiction. SANDAG is required to report to the state which jurisdictions are out of compliance and the state controller could withhold certain portion of the state gas tax.

Chair Madaffer expressed his concern that under the current condition of the state budget the state will be looking for areas that they can withhold payments so this issue is very important to our local jurisdictions.

Patti Boekamp, Director of Engineering and Capital Projects Department, and in charge of traffic engineering operations within the City of San Diego, stated that when the gas tax increase was done there was a requirement to adopt a congestion management plan and that was one of the conditions to receive the gas tax. She expressed her concerns that if SANDAG opts out of the program the state would withhold the gas tax funds. Ms. Boekamp also questioned who set the criteria as to what is considered a prime arterial in the region’s congestion management plan. The City of San Diego objects to the definition of prime arterial in the plan for the region. She stated that prime arterials have high amounts of traffic and are protected from having too many driveways and cross streets. She stated the City’s main objection is that prime arterials should not be those that bi-sect a smart growth area. She stated that for good smart growth there is high density and focus on pedestrian and transit opportunities. Ms. Boekamp stated the City of San Diego objects to the inclusion of Mira Mesa Boulevard as a prime arterial. She commented that it is shown on the Smart Growth Opportunity maps and would not serve well as a prime arterial.

Chair Madaffer closed the public hearing.

Councilmember Atkins requested staff explain how the criteria are set for designation of prime arterials and the impact on the City of San Diego. She stated that the record needs to reflect the concerns of the City of San Diego.

Ms. Werdick stated that the original legislation did include a penalty for opting out and required that all Congestion Management Agency adopt a CMP but later revisions changed that requirement. There is no longer a penalty to opt out but specific requirements must be met for opting out. Several regions have followed those guidelines and opted out and for that reason staff is bringing that as an option for SANDAG. Ms. Werdick commented that as for who sets the criteria, the state requirements specify a principal or prime arterial and...
those are the only guidelines. Staff started with the original criteria from the 1991 CMP and expanded those to include specifics to Bus Rapid Transit and ADT. She stated that smart growth areas were not included. She stated that staff looked at programs other jurisdictions in the state to ensure that our program has similar criteria. Other jurisdictions still require the prime arterial. Staff did not feel it was appropriate to include the smart growth area criteria in the program because ten out of the eleven existing arterials in the smart growth area would not meet the criteria.

Mr. Leiter clarified that the recommendation today is to consider the options to either streamline the process or to opt out of the CMP. Staff is not recommending any action today regarding adding Mira Mesa Boulevard to the program but only asking a discussion of whether to opt out. If we do opt out, we can then look at the other arterials under our own criteria not the state’s criteria.

Mr. Gallegos commented that staff is asking the committee members to debate the option to opt out and to have the discussion with their respective councils and staff in their jurisdictions. He stated that those counties that have opted out have not lost any gas tax funds.

Ms. Werdick commented that 13 counties have chosen to opt out and have not lost gas tax funds. These jurisdictions continue to follow the federal requirements as would we should we choose to opt out.

Chair Madaffer requested legal counsel opinion on the issue of opting out.

Julie Wiley, SANDAG Legal Counsel, stated that the process started as a result of looking at streamlining the CMP and in reviewing the statutes found the language regarding opting out. She stated that where the majority of a council approves a resolution deciding to opt out this is a possibility as far as the state CMP but not the federal. Ms. Wiley stated that Ms. Werdick did the research regarding the number of counties that did opt out and the results of opting out but if the Transportation Committee would like her to double check the research she would be happy to do so for the next meeting.

Mayor Desmond commented that the state requirement is that the CMP be prepared and adopted but it does not require the plans to be implemented. He stated that it appears to be a good idea to discuss opting out if we don’t do anything with it anyway.

Chairman Gallo questioned whether the state would not be able to withhold gas tax funds if we stay in the state program. He commented that if the state has the opportunity to withhold funds they will.

Ms. Werdick stated that as long as Deficiency Plans are done for those segments that are deficient the state will not withhold gas tax funds.

Chairman Gallo requested that Bear Valley Parkway be included in future discussions regarding inclusion as a prime arterial in the CMP.

Councilmember Hall stated that there are three agencies involved and requested that the three agencies present their comments and opinions to the Transportation Committee as well.
Councilmember Monroe commented that there has been a reduction in number of miles of congested highways in San Diego County and in a number of years after completion of several of our projects it will be even more dramatic a reduction. He commented that any plan with a shelf life but no a real life still costs money and we should consider that. Councilmember Monroe commented that smart growth and congestion relief do clash. He stated that if we consider smart growth as a criterion ten of eleven areas would clash with strategies that we want to implement.

Mr. Gallegos stated that we need to determine how to fix the deficiency and make a smart growth area work better. The two strategies don’t necessarily clash; we need to determine options to make both work.

Councilmember Monroe stated that the way to make smart growth areas work is to have good transit and make those areas inconvenient for traffic. He commented that the segment from SR 75 Toll Plaza to I-5 North should include the City of San Diego in any partnership for Deficiency Plans and stated that the congestion is from the Toll Plaza to Orange Avenue in Coronado. He stated that the definition either needs to be amended or the City of San Diego included.

Councilmember Atkins asked staff to meet with Ms. Boekamp and address the comments and concerns brought forward today directly with her so she can brief the elected representatives in detail and the San Diego City Council will then be able to discuss this issue and make good policy decisions. She commented that once an arterial is added to the CMP it can’t be removed and she would like this committee to have much more discussion on the issue, and for Ms. Boekamp to be completely informed on all impacts to the City of San Diego.

Mr. Leiter stated that regarding the relationship between smart growth and Mira Mesa Boulevard the points brought up today have been discussed. He stated that his staff has been meeting with city staff and suggested that in addition to Ms. Boekamp, city planners should also meet with his staff. He stated that there are examples of arterials that have smart growth adjacent and through good site design are able to accommodate high frequency regional transit.

Mayor Druker stated his support is discussing the option to opt out and to designating Mira Mesa Boulevard as a prime arterial. He stated it is the main route into Sorrento Valley, the region’s main employment area and congestion needs to be resolved in that area.

Chair Madaffer stated that part of the action behind the public hearing today is to encourage the member jurisdiction to discuss this issue with their staff and councils.

Ms. Werdick stated that SANDAG staff has already met with CTAC, which is Public Works Directors and with Planning Directors in the Technical Working Group, several times and will also meet with these groups in early December.

**Action:** Upon a motion by Councilmember Hall and a second by Chairman Gallo, the Transportation Committee conducted a public hearing on the Draft 2008 CMP Update, and following consideration of public testimony, approved the 2008 CMP Update. The Transportation Committee also discussed the options outlined in this report for future CMP.
updates and possible modifications to the CMP arterial network, and provided direction to staff on these matters for further consideration at a future Transportation Committee meeting.

8. SECOND READING AND ADOPTION OF PROPOSED AMENDMENTS TO REGIONAL COMPREHENSIVE FARE ORDINANCE REGARDING REVENUE SHARING FOR REGIONAL DAY PASSES (HOLD SECOND READING AND ADOPT)

John Kirk, SANDAG Deputy Counsel read the title of the Proposed Amendments to the Regional Comprehensive Fare Ordinance regarding Revenue Sharing for Regional Day Passes into the record.

Action: Upon a motion by Mayor Pfeiler and a second by Chairman Gallo, the Transportation Committee waived the second reading of proposed amendments to the Regional Comprehensive Fare Ordinance that would implement a new revenue sharing formula for Regional Day Passes.

Dan Levy, Senior Regional Planner, presented the item and stated that in June 2008, the Board of Directors gave a second and final reading to amendments to the Regional Comprehensive Fare Ordinance (Fare Ordinance) that included eliminating the NCTD Adult Day Pass and replacing it with the Regional Day Pass. Implementation of this change is scheduled for January 1, 2009. This June 2008 amendment was approved contingent upon a new revenue sharing agreement being in place between SANDAG and the transit operators concerning day pass sales by October 2008. Staffs from NCTD, MTS, and SANDAG have now reached agreement on a proposed revenue sharing formula for Regional Day Passes. The First Reading of the proposed amendments to the Fare Ordinance was held on October 17, 2008.

Mr. Levy stated that the revenue sharing agreements are detailed in Exhibit 1 to the Fare Ordinance, the affected portion of which is included as Attachment 1 to the report today. The proposed amendments add new language to the portion of the Fare Ordinance entitled “REGULAR AND PREMIUM REGIONAL DAY PASS REVENUE ALLOCATION FORMULA.” Attachment 1 contains only the portion of the Fare Ordinance that is being amended; all other portions of the Fare Ordinance will be unaffected by the proposed amendments. The proposed amendments would go into effect on January 1, 2009, and would apply only to paper pass sales. The amendments allow each transit operator to retain all revenue from Regional Day Passes sold in their district and used exclusively on their vehicles. At the same time, revenue will be shared equally for passes purchased on one system and used on the other system, but only if the number of passes favors one district by 10 percent, and at least 25 passes. Based on surveys conducted in June and September of 2008, the number of passes sold in each district and used in the other district is virtually in balance at this time, and no revenue sharing is required. SANDAG will repeat the survey annually to determine if the new revenue sharing provisions are triggered.

Mr. Levy stated that the proposed amendments include an expiration date of June 30, 2011, or sooner if the Fare Ordinance is revised to adopt any new revenue sharing recommendations stemming from the regional fare study, a draft of which is scheduled to be discussed at the Transportation Committee meeting on December 12, 2008. It should be noted that Regional Day Passes are issued primarily on paper from bus fare boxes and ticket vending machines. Regional Day Passes include a magnetic strip; however, the technology
does not permit tracking of where the Day Passes are being used, only where they are sold. As a result, SANDAG will conduct an annual survey to determine if the number of passes being used to cross district boundaries is in balance, or if revenue sharing is required. The cost to conduct the survey is about $2,000, which will be shared equitably between SANDAG and the transit operators.

**Action:** Upon a motion by Vice Chair Dale and a second by Chair Pro Tem Emery, the Transportation Committee adopted proposed amendments to the Regional Comprehensive Fare Ordinance in substantially the same form as Attachment 1 that would implement a new revenue sharing formula for Regional Day Passes.

9. **UTC TRANSIT CENTER FUNDING (RECOMMEND)**

Susan Brown, Financial Manager of Programming, presented the item. The San Diego City Council recently approved redevelopment plans for the Westfield Shoppingtown University Towne Centre (UTC) which includes construction of a new transit center. SANDAG staff worked with Westfield, City of San Diego, and MTS staff to ensure that the conceptual design of the new transit center meets the needs of existing and future local and express bus services as well as future bus rapid transit (BRT) services. The proposed Mid-Coast Corridor Transit Project LRT station is located adjacent to the new transit center and was designed at the conceptual level to ensure that once constructed the LRT station would function as an integral part of the transit center. Westfield, the developer, and the City of San Diego have each committed to funding a portion of the $22 million cost of the bus transit center. SANDAG staff has committed to explore opportunities to fund a share of the cost of the bus transit center.

Ms. Brown stated that the UTC revitalization project is a phased renovation and expansion of the existing regional shopping center. The project includes adding up to 750,000 square feet of retail space and up to 300 multi-family homes. In support of public transit, the project includes a relocated and expanded new bus transit center. As stated above, the new transit center will accommodate existing and future bus services and was designed at the conceptual level to ensure that once constructed the LRT station would function as an integral part of the transit center. The Westfield project also will include direct pedestrian links between UTC Shoppingtown and nearby residential and commercial development.

Ms. Brown stated that Attachment 1 of the report presents a conceptual plan for the new transit center as well as the proposed LRT alignment and station and Attachment 2 presents a rendering of the new transit center.

Ms. Brown stated that development of the Nobel Drive Station has been on hold leaving in excess of $5.7 million in a 2001 federal grant funds unspent. In the current climate of scarce resources, experience has shown that grants for projects that show no progress for an extended duration are vulnerable to potential de-obligation by the granting agency. If approved by FTA, using the Nobel Drive COASTER Station funds for this UTC Transit Center would help protect these federal funds and put them to work for the region serving the Mid-Coast area for which the funds were originally appropriated.

Mayor Druker stated his support of the action and asked staff if the Nobel Station would not be built if these funds were moved to the UTC Transit Center project, and Ms. Brown
stated that the project would only be delayed and staff would attempt to find other funding sources for the Nobel Station.

Mayor Druker stated that NCTD does not want the Nobel Station to be built because of the impact to the COASTER operations but the employers in that area support the station. He stated that he would like to see an alternative solution to the Nobel Station such as a better transit system that would not need the station.

**Action:** Upon a motion by Vice Chair Dale, and a second by Councilmember Monroe, the Transportation Committee recommended that the SANDAG Board of Directors direct staff to take the necessary programming actions, including obtaining approval from the Federal Transit Administration, to utilize approximately $5.7 million in Section 5309 New Starts funds currently programmed for the Nobel Drive COASTER Station as a contribution towards construction of the new bus transit center.

11. **UPDATE ON PLANNING FOR I-15 BRT STATIONS AT EL CAJON BOULEVARD AND UNIVERSITY AVENUE (INFORMATION)**

Chair Madaffer recognized Councilmember Atkins for her efforts on this project and her role as Chair of the Community Working Group.

Councilmember Atkins stated that she was proud of the work done by the working group and staff in designing alternatives to the BRT stations. She commented that with the support of SANDAG staff, the working group has developed four alternatives to present to Caltrans for further engineering and design work. She acknowledged several members of the working group and the community for their advocacy and work on the project. Councilmember Atkins expressed her thanks to SANDAG staff for their proactive stewardship and their ability to provide the necessary information and direction to the working group. She also expressed her thanks to Councilmember Monroe for attending the first community meeting and to Deputy Mayor Rindone and Chair Pro Tem Emery for their work in talking with members of the community. Councilmember Atkins stated that the partnership has been successful and urged continued support for the project and commented that this project would not have been successful without the support of the Transportation Committee.

Barrow Emerson, Senior Regional Planner presented the item. Over the last year, SANDAG, Caltrans, MTS, and City of San Diego staff have worked with a community working group selected by Councilmember Toni Atkins to develop and evaluate station concepts at El Cajon Boulevard and University Avenue for the planned I-15 BRT service. An earlier design was deemed infeasible due to operational issues. The result of this joint work effort has been the identification of four alternatives that are both geometrically viable from a construction standpoint and are supported by the community working group. The next step will be to carry these station alternatives into the next phase of project development (preliminary engineering and environmental analysis) that is expected to result in a recommended preferred station design by 2010.

Mr. Emerson stated that the Mid-City community’s interest in the project dates back to the early planning efforts for the freeway and BRT project, memorialized in agreement between the City and Caltrans in the mid-1990s. The planned transit stations would address two key community issues: increased transit access to employment centers in Kearny Mesa,
University City, and Sorrento Mesa; and the impetus they see it providing for urban development on the freeway bridge decks and surrounding areas.

Mr. Emerson stated that the community working group and staff from the four agencies worked in tandem to develop a wide range of conceptual design options, created performance criteria, and then analyzed and evaluated the alternatives based on how well they addressed the various issues contained in the performance criteria. Based on this evaluation, four geometrically viable alternatives were identified for further detailed evaluation in preliminary engineering and environmental analysis. There is no preferred alternative at this point. Mr. Emerson reviewed the four alternatives as shown in Attachment 2 to the report.

Mr. Emerson stated that Alternative One is the Median Station with Grade Separated Crossover Access and Center Platform. This alternative is similar to the earlier preferred median station design with a center-loading platform; the safety concerns about the earlier bus crossover feature (needed to allow for buses to load from right-hand doors given the center loading passenger platform) would be resolved through a grade separated crossover ramp design. Access to local bus services on the bridge decks would be achieved via stairwells and elevators. Dedicated median bus lanes from I-8 to State Route 94 (SR 94) would maximize bus speeds through the project corridor.

Mr. Emerson stated that the second alternative is the Median Station with Side Platforms. This alternative is a variation of the previous alternative but has side passenger platforms that avoid the need for the bus crossover. Because of right-of-way constraints in the median, the locations of the side platforms would be staggered. This alternative would also have stairwell and elevator access to the bridge decks above, along with dedicated median bus lanes to maximize bus operating speeds.

Mr. Emerson stated that the third alternative is the Shoulder Lane Station. This alternative would locate stations along the freeway shoulder lanes directly underneath the bridge decks, with stairwell and elevator access up to the bridge decks. Freeway transit lanes located in the existing shoulder lanes between I-8 and SR 94 would create low-speed bypasses when the main lanes are congested. This alternative also would allow the creation of BRT stations at Adams Avenue, which is served by MTS Route 11.

Mr. Emerson stated that the Alternative Four is Ramp Stations. This alternative is a variation of the existing freeway ramp stops, but would create larger stations to accommodate the expected I-15 BRT demand through stations located on the freeway on-ramps. Signal priority treatments and freeway shoulder lanes as congestion bypasses would help improve travel speeds. Like the previous alternative, BRT stations at Adams Avenue could be created with this alternative.

Mr. Emerson stated that the next step is to develop preliminary engineering design, determine environmental impacts, and establish capital and operating costs for each alternative with the intent of clearing alternatives environmentally and selecting a preferred alternative. Work on this next phase will begin this month and is scheduled for completion in 2010.

Mr. Emerson stated that each of the project partners has specific areas of interest and in the next stage of analysis these will be investigated to help determine a preferred alternative.
Mr. Emerson reviewed the list of stakeholders and discussed their areas of interest and stated that staff will continue to provide the Transportation Committee with periodic updates on the Mid-City BRT station planning.

Steve Russell, member of the Community Working Group thanked the Transportation Committee for their support and stated that he was present to provide the community perspective. He stated that the work is far from done but the presentation today reflects great progress over the past year. He commented that the community was at odds with Caltrans and now we have four viable options for Caltrans to consider. Mr. Russell commented that this is a great example of how this agency serves the community. He stated that there is still critical future work to determine which option is best. Other concerns regarding funding shortages and future development and land use issues still need to be addressed. He stated that the Working Group is working with the City to work through these issues and stay engaged. Through the partnership with the County, MTS and Caltrans, this project will be part of the region-wide transit system and we look forward to being a part of that. He expressed his appreciation to staff and to Chair Madaffer and the Committee members for their support. He commented that Supervisor Roberts has been a strong advocate and expressed his thanks to Councilmember Atkins for her support and leadership.

Mr. Gallegos stated that through this partnership we have made tremendous progress in getting to four alternatives and there is still work ahead to find the best alternative and the funding for it. He stated that SANDAG staff will continue to work with the community and that this is great model for other opportunities to do the same for other projects. Mr. Gallegos thanked Mr. Russell for his work with the project.

Councilmember Monroe expressed his thanks to those involved in the project and stated that the first community meeting stated with a broken promise to the community but now it feels as though we are restoring that promise and getting the community’s support.

Clive Richard, a member of the public, stated that he attended the original community meeting a year ago and that staff and others did an excellent job with expressing to the community that something would be accomplished. He stated that the agency went from being the enemy to being a strong ally and he hopes that other opportunities will be viewed and approached the same way. He commented that you can get more done working together than at odds.

Chair Pro Tem Emery commented that he went on a tour of the area and is impressed with how high hopes could be returned and that the community cooperative attitude was impressive. He stated this is a good example of doing more by working together.

Chair Madaffer expressed his appreciation for the work done on the project by the working group and staff and his hopes of continued cooperation on the project.

Action: This item was presented for information only.

10. COMPASS CARD CAPITAL BUDGET AMENDMENT (APPROVE)

James Dreisbach-Towle, Systems Integration presented the item. The Compass Card is preparing to launch to the general public in January 2009 and will eliminate all paper
monthly passes by July 1, 2009. The final capital improvement still under construction is the installation of remaining rail platform Compass Card Validators (validators). The platform validators will be used by patrons to “tap on” before boarding the Trolley, COASTER, or SPRINTER and will act as a virtual gate. Completion of this work and the reprogramming of the Trolley Ticket Vending Machines (TVMs) to support the Fare Ordinance require an amendment to the capital budget.

Mr. Dreisbach-Towle stated that the original engineer’s estimate for installation of the validators was $1.2 million. To date validators have been installed on the COASTER line, SPRINTER line, and the Trolley Green Line with the remaining work to be performed on the Trolley Orange and Blue Lines. The previous estimate to complete these two lines was $600,000. In October 2007, SANDAG began negotiating with an electrical contractor under our Job Order Contract (JOC). In April 2008, that contractor was not making the anticipated progress necessary to complete the work in time to begin full operations by January 2009. In order to accelerate the completion of this work, SANDAG staff executed a time and materials contract with one prime contractor and five electrical subcontracts.

Mr. Dreisbach-Towle stated that work commenced again in August 2008; however, SANDAG staff has revised the estimate to complete remaining stations, increasing it from $600,000 to $970,000. The estimate to complete was increased due to several factors including an increase in the amount of concrete work, the existing condition of electrical and communication conduits, and the need for additional underground work.

Mr. Dreisbach-Towle stated that in addition to the validator installation work, MTS requested SANDAG to execute an amendment to the existing SANDAG contract with Cubic Transportations Systems, Inc. for reprogramming of TVMs. This additional work is to support a flat Trolley fare and simplification of the TVM menus/screens. The estimate for this work is $127,904 and will be funded from two MTS capital projects and is detailed in the attached Memorandum of Understanding (MOU). The MOU has been approved by the MTS Board of Directors at its October 30, 2008, meeting.

Mr. Dreisbach-Towle stated that SANDAG staff has put together a budget plan to meet the total increased budget need of $497,904 (validators - $370,000 and TVM programming - $127,904). The budget needs would be met through the Transportation Committee’s approval of: (1) the allocation of interest revenue earned on the investments of bond proceeds in the amount of $200,000; and (2) the MOU with MTS to transfer funds in the amount of $127,904. Additional actions by (1) the Executive Director, under Policy No. 017, authorized the transfer of $100,000 of project funds from savings in the Regional Transit Management System (RTMS) (CIP Project No.1094000); and (2) pending action by the SANDAG Executive Committee would authorize the allocation of SANDAG Contingency Reserves in the amount of $70,000 to complete the funding plan.

**Action:** Upon a motion by Mayor Pfeiler and a second by Councilmember Hall, the Transportation Committee amended the Automated Fare Collection Project (CIP Project No. 1145700) budget for the installation of rail station Compass Card validators and reprogramming of ticket vending machines by $327,904 through: (1) the allocation of $200,000 in interest earned on the project’s bond deposit; and (2) authorizing the Executive Director to execute the Memorandum of Understanding with Metropolitan Transit System in substantially the same form as Attachment 1 with terms including the transfer of $127,904 from MTS to SANDAG. Additional actions by the Executive Director
and possible action by the Executive Committee totaling $170,000 will result in an aggregate budget increase of $497,904 to the project.

12. REVISION TO FY 2009 TRANSPORTATION DEVELOPMENT ACT AND TransNet REVENUES (RECOMMEND)

Ms. Kim presented the item. The transit operators within the SANDAG region receive various federal, state, and local revenues to support both ongoing operations and capital projects. The Transportation Development Act (TDA) and TransNet are two of the major sources of funding for NCTD and MTS. Unfortunately, the San Diego region continues to experience downward trends in sales tax revenues from which these two vital sources of revenues are derived. FY 2008 TransNet receipts were 1.4 percent lower than FY 2007. Although receipts for the quarter just ended are not available yet, it is clear that the decline is continuing. Accordingly, a revision is proposed to reduce the FY 2009 revenue estimates for TDA and TransNet from the amount approved by the Board of Directors in February 2008. Ms. Kim stated that she would review those numbers but first Marney Cox, Chief Economist would discuss the current economic conditions and how that affects sales tax revenues.

Mr. Cox stated that SANDAG has developed an economic model that has historically had a 98.9 percent accuracy rating in good economic conditions. He stated that in the 1990s the region had decline in sales receipts and used that as a reasonable guidepost for the coming year. Mr. Cox stated that although conditions are not as bad now as then, we anticipate the conditions to worsen and the consensus forecast is that things will get worse not better. He stated that his staff receives and reviews new information quarterly and will brief quarterly with any changes in the forecast. Mr. Cox stated that the SANDAG forecast is conservative with a 4.6 percent decline but that still causes major funding problems with the transit agencies’ operating budgets.

Mr. Cox stated that San Diego’s economy, like many regions across the nation, has been impacted by the increasingly global economic slowdown. Nationwide, employment is down more than 750,000 jobs with losses occurring in each month during the year through September 2008, the latest information available. Over the same time period (January 2008 through September 2008), the San Diego region recorded an increase of 5,500 jobs; however, the number of jobs has not risen each month during the year, month to month declines were recorded during the first quarter of 2008 as well as during September. A similar trend has occurred when viewed on a year over year basis; employment is up 3,900 jobs between September 2007 and September 2008 with some months on a year over year basis showing declines.

Mr. Cox stated that although most of the weakness, both locally and nationwide over the past two years, has been in the construction and financial activities sectors, a noteworthy trend in San Diego has been the stability in the construction sector that has emerged since the beginning of 2008. The number of workers in construction during September 2008 was at about the same level as it was in January (80,000 workers). The employment trend for financial activities was slightly less stable during 2008 with 1,100 fewer jobs (down 1.5 percent) in this sector during September than recorded at the start of 2008. Overall, the employment trends for these two sectors during 2008 is very encouraging and significantly different than what has happened nationwide with both sectors continuing to decline each month.
Mr. Cox stated that although the number of persons employed in the San Diego region is up over the past year, the job growth has not been sufficient to keep the unemployment rate in check. The region’s unemployment rate increased to 6.4 percent in September 2008 from 4.8 percent recorded one year ago and 5.0 percent recorded in January 2008. The local unemployment rate is slightly higher than the national rate of 6.0 percent recorded during September.

Mr. Cox stated that consumer expenditures nationwide were weak going into the third quarter of calendar year 2008 and early indications suggest expenditures may have fallen more than 2 percent during the third quarter. The downturn in consumer expenditures nationwide has been made worse by the deepening financial crises, as credit availability to finance major purchases is tightening. The automobile market has been hit especially hard; sales of light vehicles have fallen to a 16 year low, down 19 percent over the year. Consumer spending for home furnishings is down because of the housing market weakness. More recently consumers are spending less for clothes, personal care, and restaurant dining as consumer confidence shrinks. Similar trends are emerging in San Diego.

Mr. Cox stated that sales tax receipts received by the Regional Transportation Commission declined by 1.42 percent during fiscal year 2008. The sector hit hardest by the slowdown has been construction with sales tax receipts declining 13.7 percent on a year over year basis, using the last quarter of fiscal year 2008 and comparing it against the same quarter for the previous year.

A second area of weakness locally as well as nationally is auto sales. Sales tax receipts from new auto sales declined 11.2 percent during the final quarter of fiscal year 2008 compared to the same quarter for the previous year. A noteworthy trend that exemplifies the diversity of our local economy is the increase in sales tax receipts for restaurants, the regions largest sales tax segment (1.8 percent increase for the second calendar quarter of 2008 compared to the prior year).

Mr. Cox stated that there seems to be a growing consensus nationwide that the current economic slowdown will significantly impact the third and fourth quarter of 2008 and all of 2009. In light of these expected trends SANDAG is projecting a 4.0 percent decline in sales tax revenues during fiscal year 2009, with much of the weakness occurring during last quarter of 2008 and the first two quarters of 2009. The national and local economies are not expected to fully recover from the downturn until 2011 while the transition to more normal rates of revenue growth may take three years (2013). SANDAG is expecting our sales tax revenue to follow a similar path.

Ms. Kim stated that the TDA is the major subsidy source that supports the region’s public transit operators and non-motorized transportation projects. The TDA comes from ¼ percent of state sales tax assessed in the region. SANDAG, as the Regional Transportation Planning Agency (RTPA), is responsible for the apportionment of TDA funds each year in conformance with legislative priorities. The transit operators and other member agencies submit their annual TDA claims based on these apportionments and in compliance with the SANDAG TDA Administration Policy (Board Policy No. 027).

Ms. Kim stated that the Board of Directors approved to apportion $119.7 million of TDA funds for FY 2009 which was provided by the County of San Diego Auditor and Controller
Office in cooperation with SANDAG. The County is statutorily responsible for the apportionment for TDA. SANDAG again has been conferring with the County Auditor’s office regarding this latest revision. Based on the latest information available, SANDAG proposes to reduce this to $113.8 million which equates to a 4.96 percent decline from the initial apportionment. Attachment 1 provides a breakdown of the different programs with TDA that are affected.

Ms. Kim stated that the TransNet half-cent sales tax approved by the voters of San Diego County includes the Transit System Improvements (16.5 percent) funding from which the transit revenues are derived. Within the transit share, services provided pursuant to Americans with Disabilities Act (ADA) and subsidies for seniors have specific earmarks (2.5 percent and 3.25 percent, respectively). The remaining revenues can be used for operating or miscellaneous capital purposes.

Ms. Kim stated that the Board of Directors previously approved a TransNet allocation of $39.3 million for FY 2009. Based on the latest information available, SANDAG proposes to reduce this to $37.5 million which equates to a 4.63 percent decline. Mr. Cox/Ms. Kim reviewed Attachment 2 which provided the breakdown of the distribution of the program. Also, as an informational item, the table included the impact to the SANDAG Overall Work Plan as well as the TransNet-Major Corridor program which funds all of the Board-adopted Early Action Program projects.

Ms. Kim stated that approval of the revised TDA and TransNet estimates will provide the transit operators, SANDAG, and FACT, community transit service provider, with sufficient time to revise their budgets for the remainder of the fiscal year. Staff will continue to monitor the receipts as well as regionwide and nationwide trends and will provide monthly updates to the Board of Directors.

Councilmember Hall referred to the chart on page two of the staff report which shows projected growth rates for TransNet sales tax receipts through 2013 and requested clarification regarding the 6 percent projected change from 2009 to 2010.

Mr. Cox stated that the 2 percent increase is based on the new base so the numbers still reflect a loss of 2 percent overall.

Mayor Druker requested clarification regarding the projection of positive 2 percent in 2010 if the region is not expected to recover from the recession until 2011.

Mr. Cox stated that the projections show a negative decline for three quarters in a row during 2008 and 2009. Growth begins in the second quarter of 2009 and at that time there would be a positive growth rate which in not reflected in the projections until 2010. Mr. Cox stated that other projections reflect even worse estimates but the current consensus forecast is what is reflected in these projections and he feels it is the most accurate.

Paul Jablonski, MTS Chief Executive Officer, stated for MTS the sales tax revenue loss already projected for this current year is $5 million. The projection based on current state budget discussions is taking that loss to closer to $15 million.

Ray Patchett, NCTD Interim Executive Director, stated that NCTD also is facing extremely high loss of sales tax revenues which will negatively impact services and operations.
Chair Madaffer stated that although this is very bad news to the transit agencies, it is good to know that SANDAG is keeping them fully informed.

Councilmember Hall stated that the SPRINT was subsidized with federal funds and asked when NCTD would lose that subsidy and have to take over that funding.

Mr. Patchett stated that NCTD would lose the federal subsidy in 2010 and be responsible for $4 to 5 million in funding for the SPRINT.

Mr. Gallegos stated that the Governor and the legislators are still debating the current proposal by the Governor and our legislators are pushing hard for continued transit funding and our doing their best to protect funding for the region. He stated that funding of transit agency operations is already at a crisis and any more takeaways would have severe impacts.

Mayor Druker stated that the state is going to continue to raid transit funding and the situation is only going to get worse. He stated that the transit agencies need to find a way to fund transit operations internally so we don’t have to rely so heavily on the state.

Harry Mathis, MTS Chairman, stated that high gas prices caused many people to ride transit and unless we can meet their needs we will lose those riders. He stated that transit needs to be competitive in costs and service to keep ridership high.

Supervisor Roberts stated that at a time when the state is requiring a push for public transit and transportation options to help reduce greenhouse gases and protect the environment the state continues to raid the funding necessary for public transportation.

Action: Upon a motion by Councilmember Hall and a second by Chair Pro Tem Emery, the Transportation Committee recommended that the SANDAG Board of Directors: (1) approve the revised FY 2009 Transportation Development Act allocation to $113.8 million, which equates to a 4.96 percent decline; and (2) approve the revised FY 2009 TransNet allocation to $37.5 million, which equates to a 4.63 percent decline.

13. SAN DIEGO REGIONAL BICYCLE PLAN PROGRESS REPORT (DISCUSSION)

Chris Kluth, Associate Regional Planner, presented the item. The San Diego Regional Bicycle Plan (Plan) is being developed to support implementation of both the Regional Comprehensive Plan (RCP) and Regional Transportation Plan (RTP). The RCP calls for more transportation options and a balanced regional transportation system to support smart growth and a more sustainable region. The RTP calls for a multi-modal regional transportation network that includes a regional bicycle network. In addition, bicycle transportation plays a role in public health, reducing vehicle miles traveled (VMT), improving air quality, and lessening the dependence on motor vehicle travel.

Mr. Kluth stated that last fiscal year SANDAG was awarded a Caltrans planning grant to prepare a regional bicycle plan. In April 2008, Alta Planning and Design was selected as the consultant to assist SANDAG with the planning project. The Regional Bicycle and Pedestrian Working Group (BPWG) has been identified as the technical advisory committee for the project and the Regional Planning Technical Working Group (TWG) along with the Cities/County Transportation Advisory Committee (CTAC) have been asked to provide input.
Mr. Kluth stated that the main purpose of the Plan is to develop a unified bicycle system throughout the San Diego region that serves a wide variety of bicycle trips with connections to pedestrian paths, trails, and transit. The Plan will define a network of regionally significant bicycle routes, facilities, and necessary support programs and facilities; identify gaps in the network and recommend specific improvements needed to fill these gaps in the system; develop cost estimates for build-out of the entire regional network; develop a funding strategy to implement the regional bike network; identify programs to help local jurisdictions to become more bicycle friendly; and recommend a series of policies and actions to encourage and increase bicycling at the local and regional level.

Mr. Kluth stated that the planning process includes an important public involvement component as well as strong technical elements and has been organized into four phases. The first three phases have focused on the network development. The fourth and final phase will focus on the development of bicycle supportive programs and a funding strategy to implement the Plan.

Mr. Kluth stated that Phase One is the initial work on the Plan which began in April 2008 and included: gathering existing data from SANDAG, local circulation elements, and local bicycle master plans; conducting first set of public workshops to discuss preliminary plan goals and objectives, existing Regional Bikeway Corridors Map, detailed corridor maps, and bicycle crash data; launching project Web site (www.sandag.org/bicycleplan); and collecting data from 1,577 rider preference questionnaires regarding riding behavior, facility preferences, facility deficiencies, and awareness of bicycle-supportive programs.

Mr. Kluth stated that Phase Two of the project focused on data collection and analysis to draft the existing conditions report. The full Draft Existing Conditions Report has been posted to the project Web site (www.sandag.org/bicycleplan); and provides a summary of existing bicycling conditions, facilities, programs, and policies in the San Diego region, as well as a preliminary assessment of the region in terms of relative priority for bicycle improvements.

Mr. Kluth stated that the third phase of the Plan is currently underway and focuses on identifying options toward meeting the diverse needs of existing and future bicyclists. The Proposed Corridor Alignments and Classifications & Regional Bicycle-Related Programs Report has been drafted for public review and provides a summary of further refinement to the regional network, facility types, facility classifications, and bicycle programs. This document has been posted to the project Web site and was presented to the public in a second set of workshops in October 2008.

Mr. Kluth stated that Phase Four is the final phase of the Plan and will include development of goals and objectives, development of bicycle design guidelines and standards for regional facilities, further refinement of the regional network and facility types, preliminary analysis and cost estimates for the priority projects, and development of short-term and long-term funding strategy.

Mr. Kluth stated that in order to develop the existing conditions report and refined regional network, rider preference questionnaires completed in Phase One provided extensive data regarding riding behavior, facility preferences, facility deficiencies, and awareness of bicycle support programs. The data was collected through a questionnaire that was distributed to participants at the public workshops and posted on the project Web site. Between the
workshops and the project Web site, 1,577 surveys were completed. The data illustrates that riding behaviors and facility preferences vary broadly.

When asked why they ride the majority of respondents (90.0 percent) are motivated to bike due to the health benefits associated with biking. The pleasure of riding a bicycle also is an incentive for 81.3 percent of respondents. Transportation-related purposes were cited less frequently by survey respondents with 58.2 percent biking to get to work, 36.6 percent for shopping or running errands, 15.2 percent to connect to transit, and 9 percent to travel to school. Response frequencies do not sum to 100 percent because survey respondents were allowed to select multiple responses.

The greatest number of respondents is most interested in riding on separated bike paths (71 percent), then on on-street bike lanes (42.6 percent), and thirdly, on bicycle boulevards (41.9 percent) which are shared roadway facilities on local and neighborhood streets that favor through bicycle travel. Fewer respondents favor bike routes, which are defined as shared roadway facilities that are delineated only with signage and no pavement markings. The highest percent (34.6 percent) of respondents ranked bike routes second on a scale from one to four with one being most preferred. Trails or dirt paths are least preferred; with 36.9 percent responding that they are not at all interested in riding on this type of facility. Overall, these results indicate a preference for urban facilities that provide for separate bicycling rights-of-way, or secondarily, on-street lanes.

The survey asked community members about those improvements that most likely would influence increased riding. More bike lanes (Class II) and more multi-use paths (Class I) were mentioned as being very likely to encourage increased riding by over 60 percent of the respondents. Maintenance and wider shoulders were mentioned as being very likely to increase riding by approximately 50 percent of respondents. Bicycle boulevards were mentioned by about 43 percent of the respondent as being very likely to increase riding. Response frequencies do not sum to 100 percent because survey respondents were allowed to select multiple responses.

Mr. Kluth stated that one of the big challenges in refining the regional network, for a region the size of San Diego, is determining how to address the vast diversity in the area – including topographical challenges, right-of-way constraints, and the many different types of riders and rider preferences. The solution will be found with a comprehensive approach that uses a variety of strategies and facility types depending on the context of the situation. In an effort to address this diversity, an intercommunity bikeway network is under development that will combine standard facility types as identified by the California Highway Design Manual as well as consideration of two emerging facility types that may be used in corridors where a standard facility will not meet the needs of a wide variety of cyclists. Additional information about the use and implementation of two such facilities, cycle tracks and bicycle boulevards, is contained in Attachment 3 of the report. The application of a corridor classification system upon the Regional Network using these five classification types will take place in the Phase Four of the Plan. It also is important to recognize that all roadways are open to bicycle travel unless it is specifically prohibited and should be considered as part of the greater regional and local bicycle network that serves to supplement streets and roadways that include Class I, II, and III facilities.

Mr. Kluth stated that proposed changes to the existing Regional Bikeway Corridors consist of five new corridors and the realignment of four corridors that are proposed to serve
higher density areas. In addition, given previous direction from the Transportation Committee and the nature of the citizen input generated from the public outreach efforts, Mr. Kluth stated that a sub-network showing a “spine” of potential Class I facility locations also was determined.

Mr. Kluth stated that in December the Transportation Committee will be asked to select a preferred network and facility types, as well as provide input on a preferred funding strategy. The Transportation Committee also will be asked to provide input on the recommended goals and objectives of the Plan. A first draft of the Plan is expected to be complete in early 2009 followed by a 30-day public review period. Necessary revisions to the Plan will follow public review The Final Report is expected in spring 2009.

Kathy Keehan, San Diego County Bicycle Coalition, expressed her support for the Regional Bike Plan and her appreciation for staff work on the project. She stated that this project confirms that people want bicycles as an option for transportation and this was an opportunity for those people to express what they need to support the use of their bikes. Ms. Keehan commented that we want to reinforce the historic opportunity at the local, state and federal levels and keep the Plan on fast track to get federal dollars to improve the pedestrian and bike environment in the County.

Councilmember Monroe commented that there is a funding strategy for the bike plan to go after those federal dollars but it is not sponsored by SANDAG. He commented that there is a group of interested parties who want to get into SAFETEA-LU and get funds authorized for projects in the County. He stated that the aim of the current federal strategy is to get projects funded around the country to see if they can be effective to get people out of their cars and onto their bikes. This issue is very active and we need to make sure we have this added into the legislative guidelines so staff can actively pursue federal funding for this project. Councilmember Monroe stated that SANDAG should authorize the pursuit of federal funding for the Regional Bike Plan in its FY 2009 Legislative Program.

Mr. Gallegos stated that staff would be presenting the FY 2009 Legislative Program to the Board of Directors at its next policy meeting for discussion on what the Board wants to advocate for during that fiscal year. The Regional Bike Plan would fit into advocacy for transit and other alternatives for transportation in the region.

Councilmember Campbell commented that during the UCSD Lake Arrowhead Symposium one presentation stated that Denmark has highest use of bicycles than any other country and perhaps the reason was because they also had a 160 percent sales tax on vehicles.

Councilmember Monroe commented that at the recent groundbreaking in Imperial Beach for the newest portion of the regional bike path, Congressman Filner expressed his support for the Regional Bike Plan and we need to lobby him for his continued support.

Deputy Mayor Rindone stated that the Regional Bike Plan and the bike path are the types of actions and projects that take the region in the right direction to reduce greenhouse gases.

Action: This item was presented for discussion only.
14. **SPRINTER PROJECT STATUS REPORT AND SANDAG INDEPENDENT ASSESSMENT (INFORMATION)**

Jim Linthicum, Division Director presented the item and stated that only punch list work remains for the Mainline contractor. All work could be completed within one month if the contractor devoted the resources to do so. Concurrently, other contractors are working on maintaining the landscaping and providing additional stormwater protection measures.

The Inland Rail Trail is complete except for punch list work. Operations and maintenance agreements are being negotiated with the Cities of Escondido and San Marcos with a goal of turning over the facility to each city next month.

Mr. Linthicum stated that although daily ridership decreased slightly from 8,658 in early September to 8,308 in mid October, it continues to trend upwards. A survey of the station parking lots in September showed an average occupancy of 36 percent with the Rancho del Oro and Escondido Transit Center parking lots over 50 percent full.

Mr. Linthicum stated that no formal claims have been filed on the Mainline contract; however, there are outstanding disputes concerning the signal and communication work and the connections of the rail to the bridges. The contractor also believes it was delayed by changes to the work since the settlement agreement was signed in spring 2007. The contractor has not yet validated the delay via the required “time impact analyses” and, therefore, is subject to potential liquidated damages that now total $4.6 million.

NCTD has a tentative agreement with the contractor to close out the San Marcos Loop contract. The Vehicle Maintenance facility contract was completed with no claims. The DMU vehicle contract is still open for retention purposes but there are no outstanding disputes.

Mr. Linthicum stated that the October estimate at completion (EAC) is $479.3 million. It includes a $6.5 million contingency and assumes NCTD will pay the maximum potential value of the settlement agreement with the Mainline contractor. It also includes a forecasted cost for all outstanding invoices and change orders yet to be negotiated. The project budget set by the NCTD Board and included in the Amended Recovery Plan for the FTA is $484.1 million, giving NCTD an additional $4.8 million of capacity between budget and EAC.

Mr. Linthicum stated that risks to budget lie only with the Mainline contract. Final cost is now dependent on how the issues described above are resolved and whether new claims are submitted later this year. In addition to the claims, the cost to analyze, negotiate, and defend any claim also must be considered as a risk to budget.

**Action:** This item was presented for information only.

15. **UPCOMING MEETINGS**

Chair Madaffer announced that there will be a joint meeting of the Board of Directors, Regional Planning Committee, and Transportation Committee on Friday, December 5, 2008, at 10:00 a.m. at Caltrans offices on Taylor Street. Chair Madaffer encouraged all member jurisdictions to bring their City/County Planners and City Managers to the joint meeting to discuss regional planning.
The next meeting of the Transportation Committee is scheduled for December 12, 2008, at 9 a.m. **Please note that the December meeting will be held on the second Friday of the month and will meet once due to the Christmas holiday schedule.**

16. **ADJOURNMENT**

Chair Madaffer adjourned the meeting at 11:28 a.m.

Attachment: Attendance Sheet
# CONFIRMED ATTENDANCE
## SANDAG TRANSPORTATION COMMITTEE MEETING
### NOVEMBER 7, 2008

<table>
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<tr>
<th>GEOGRAPHICAL AREA/ORGANIZATION</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</th>
<th>COMMENTS</th>
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<tr>
<td>North County Coastal</td>
<td>City of Carlsbad</td>
<td>Matt Hall</td>
<td>Member</td>
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<td>City of Del Mar</td>
<td>Dave Druker</td>
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<td>Ben Hueso</td>
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<td>San Diego County Regional Airport Authority</td>
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<td>Charlene Zettel</td>
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<td>Albert Phoenix</td>
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<td>Shane Chapparosa</td>
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STATE TRANSIT ASSISTANCE CLAIM AMENDMENT

Introduction

In June of each year, the SANDAG Board of Directors approves the regional allocation for the State Transit Assistance (STA) program which provides operating and capital support to transit operators. The approval of the allocation, based on estimates from the State Controller’s Office, allows the transit operators to claim these funds for specified purposes. The STA funds are processed through the County Auditor’s office. The original FY 2008 North County Transit District (NCTD) STA claim was based on an estimate of revenues that were ultimately increased in the final 2008 state budget. In addition, a recent review reflected an additional balance of $604,086 of unclaimed prior year funds being held at the County Auditor’s office. In total an additional $2.56 million have been identified as available to NCTD under this program. NCTD has requested an amendment to its STA claim to access these additional revenues.

Discussion

The STA program is funded from the Public Transportation Account (PTA). The PTA is a trust fund with revenues derived primarily from the state sales tax on gasoline and diesel fuel. The transportation funds transferred into the PTA account each year may be appropriated by the legislature only for transportation planning and mass transportation purposes. The appropriated funds are divided 75-25 between the state programs, including planning and administration, and the STA program. Half of the STA funds are allocated to regional entities such as SANDAG and Metropolitan Transit System (MTS) according to a population formula, and half are allocated to individual operators proportionately based on a revenue formula.

MTS is designated in statute, for STA purposes, as a regional entity. As a result, the MTS share of STA funds and claims by its transit operators do not require SANDAG Board approval. However, NCTD must file and obtain approval of its claim from SANDAG as the regional planning agency.

Based on the estimate provided by the State Controller’s office in January 2007, NCTD claimed $2,639,062. The revised amount would increase this claim to $4,596,677. Additionally $604,086 from accumulated prior years has been identified. The NCTD Board is scheduled to approve this item at its meeting in December 2008.

Recommendation

The Transportation Committee is asked to approve Resolution No. 2009-10, approving the STA claim amendment for the North County Transit District.
RESOLUTION NO. 2009-10

APPROVING THE ALLOCATION OF STATE TRANSIT ASSISTANCE CLAIM TO THE NORTH COUNTY TRANSIT DISTRICT

WHEREAS, the North County Transit District (NCTD) has filed a claim amendment for State Transit Assistance (STA) funds up to the revised allocation of $4,596,677 for FY 2008 and also adds $604,086 from accumulated prior years pursuant to Section 6730(a) and (b) of Title 21 of the California Code of Regulations (CCR); and

The SANDAG Board of Directors has delegated the authority to approve TDA and STA claim amendments to the Transportation Committee; and

WHEREAS, the Transportation Committee has reviewed the claim and finds that the revised claim is in substantial conformance with the provisions of the Transportation Development Act of 1971, as amended, and meets the specific requirements of Section 6754 of Title 21 of the CCR;

NOW THEREFORE

BE IT RESOLVED by the Transportation Committee as follows:

1. That the Transportation Committee does hereby approve the revised allocation up to $5,200,763 to NCTD for operating and capital support pursuant to Section 6730(b) of Title 21 of the CCR; and

2. That the Transportation Committee certifies that the findings set forth in the “Required Findings for North San Diego County Transit Development Board STA Claim” adopted as part of the June 2008, action pursuant to Section 6754 remains in effect; and

3. That the Board of Directors does hereby instruct the San Diego County Auditor to pay NCTD up to $5,200,763 from the SANDAG State Transit Assistance Fund.

PASSED AND ADOPTED this 12th day of December 2008.

________________________________________   ATTEST: ____________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
EXTENSION REQUEST FOR FY 2008 TDA AUDITS

Introduction

In accordance with Public Utilities Code Section 99245, each Transportation Development Act (TDA) claimant must submit an audit within 180 days after the end of the fiscal year. SANDAG may grant a 90-day extension, bringing the deadline to March 27, 2009.

The TDA audit fieldwork for most of the claimants is complete; however there are a few claimants that may not be completed within the required timeframe. The TDA audit requirements are governed by the Public Utilities Code and the California Code of Regulations, which do not permit any further extensions beyond the 270 days, and which specifically prohibit approval of the FY 2009 TDA claim until the TDA audits are completed.

Discussion

SANDAG, acting as the San Diego County Regional Transportation Planning Agency (RTPA), is to receive the annual fiscal compliance audit report from each claimant within 180 days of the fiscal year end. The RTPA may grant a 90-day extension should it be requested by a claimant. While every effort is made to complete all audits within the 180 days, there are certain situations in which an extension request may be appropriate. The City of Chula Vista is requesting an extension due to the finalization of the transfer of Article 4.0 responsibilities to the Metropolitan Transit System. The City of San Diego has requested an extension due to its ongoing staff effort to complete its FY 2007 single audit report.

The following are the expected issuance dates of the audit reports upon completion of the TDA audits:

<table>
<thead>
<tr>
<th>Claimant</th>
<th>Expected Issuance of Audit Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Chula Vista</td>
<td>February 13, 2009</td>
</tr>
<tr>
<td>City of San Diego</td>
<td>March 27, 2009</td>
</tr>
</tbody>
</table>

Recommendation

The Transportation Committee is asked to approve TDA audit extension requests for the Cities of Chula Vista and San Diego until March 27, 2009, as permitted by the Public Utilities Code and the California Code of Regulations. This action would allow sufficient time for the completion of the TDA audits and submittal of the issued financial reports to the State Controller’s office.

RENÉE WASMUND
Director of Finance

Key Staff Contact: Lisa Kondrat-Dauphin, (619) 699-1942, lko@sandag.org
FEDERAL TRANSIT ADMINISTRATION SECTION 5311
PROGRAM OF PROJECTS

Introduction

The Federal Transit Administration (FTA) provides funding for capital and operating assistance to agencies providing rural transportation through the Section 5311 Non-Urbanized Area Formula Program. Staff proposes apportioning the FY 2009 Section 5311 funds to the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) by formula based on rural population within each agency’s service area. This is consistent with past practice.

Discussion

FTA Section 5311 funds do not come directly to the region, but instead are initially apportioned to the states. The state, in turn, reapportions the funds to the regions based solely on the regional rural population as a share of the total state rural population. Beginning in FY 2007, based on agreement with the transit agencies, and approved by the SANDAG Board of Directors, staff has allocated these federal funds based on service area rural population – 59 percent for NCTD and 41 percent for MTS. SANDAG must prepare and submit to Caltrans a Section 5311 Program of Projects (POP) by December 31, 2008.

The proposed draft POP reflects a total 5311 apportionment for the region of $626,205. Of this amount NCTD would receive $369,461, which it plans to use for the procurement of paratransit vehicles along with the required 20 percent match. The MTS share of $256,744 would be used for Fiscal Year 2009 operations, requiring a 50/50 match. The Regional Transportation Improvement Plan would be amended accordingly with the next quarterly amendment in January 2009.

RENNÉE WASMUND
Director of Finance

Key Staff Contact: Susan Brown, (619) 699-1913, sbr@sandag.org

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors approve the programming of a total of $626,205 in FTA Section 5311 funds.
San Diego Association of Governments

TRANSPORTATION COMMITTEE

December 12, 2008

AGENDA ITEM NO.: 6

Action Requested: INFORMATION

LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO RAIL CORRIDOR
AGENCY BOARD OF DIRECTORS MEETING REPORT

File Number 4000106

Introduction

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak’s Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak’s fastest growing. A LOSSAN membership roster is provided (Attachment 1).

The LOSSAN Joint Powers Board of Directors meets quarterly and the Technical Advisory Committee (TAC) generally meets every other month. SANDAG serves as staff to the LOSSAN Board and TAC through a cooperative funding agreement with the member agencies. A summary of the LOSSAN Board meeting held on November 12, 2008, is provided (Attachment 2).

Discussion

LOSSAN Board Action Highlights Related to SANDAG Actions

The LOSSAN Board continues to advocate for passenger rail funds that would benefit projects along the coastal rail corridor, including projects along the San Diego coastal rail corridor. The LOSSAN Board and TAC will serve as the primary policy and technical stakeholders for an effort currently led by the Orange County Transportation Authority and Caltrans Division of Rail to better integrate passenger rail services in the corridor. The LOSSAN Board reviewed a list of 21 corridor improvements that can be implemented over the short term and directed that an implementation plan be developed. The LOSSAN Board approved the SANDAG staff recommendation to transfer remaining federal funds from the Del Mar Bluffs II Stabilization Project to the Santa Margarita Bridge Replacement and Second Track Project.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. LOSSAN Membership Roster
               2. November 12, 2008, LOSSAN Board of Directors Actions

Key Staff Contact: Danny Veeh, (619) 699-7317, dve@sandag.org
LOSSAN
(LOS ANGELES–SAN DIEGO–SAN LUIS OBISPO RAIL CORRIDOR AGENCY)

MEMBERSHIP
This board is composed of current and former elected officials representing rail owners, operators, and planning agencies along Amtrak’s Pacific Surfliner corridor between San Diego and San Luis Obispo. LOSSAN is staffed by SANDAG. The objective of the agency is to coordinate planning and programs that increase ridership, revenue, reliability, and safety on the coastal rail line from San Luis Obispo to Los Angeles to San Diego.

The Los Angeles - San Diego – San Luis Obispo Rail Corridor Agency meets every quarter.

Staff contact: Linda Culp, (619) 699-6957; lcu@sandag.org

MEMBERS

Chair: Arthur Brown
Orange County Transportation Authority

Vice Chair: Jacki Bacharach
Los Angeles County Metropolitan Transportation Authority

Beatrice Proo
Los Angeles County Metropolitan Transportation Authority

John Shoals
San Luis Obispo Council of Governments

Julianne Nygaard
North County Transit District

Richard Dixon
Orange County Transportation Authority

Jerry Rindone
San Diego Metropolitan Transit System

Keith Millhouse
Ventura County Transportation Commission

Salud Carbajal
Santa Barbara County Association of Governments

Bill Bronte
Caltrans, Division of Rail

Joe Kellejian
San Diego Association of Governments

ALTERNATES

Harry Mathis
San Diego Metropolitan Transit System

Brian Humphrey
Ventura County Transportation Commission

Marty Blum
Santa Barbara County Association of Governments

Mary Ann Reiss / Fred Munroe
San Luis Obispo Council of Governments

Dave Druker / Bill Horn
North County Transit District

EX-OFFICIO MEMBER
Lou Bone
Southern California Association of Governments

ADDITIONAL TECHNICAL ADVISORY COMMITTEE MEMBERS
Amtrak
Burlington Northern Santa Fe
California Public Utilities Commission
Southern California Regional Rail Authority
Union Pacific

Revised: February 5, 2008
Board Actions: November 2008

LOSSAN CORRIDOR QUICK IMPROVEMENTS STUDY AND IMPLEMENTATION STRATEGY

The Board of Directors continued its discussion of 21 passenger rail improvements summarized in the July 2008 LOSSAN Corridor Quick Improvements Study, a study completed by Caltrans and the Orange County Transportation Authority (OCTA). These 21 improvements could be completed quickly and at minimal cost.

Staff reported that individual member agencies have volunteered to lead one or more of these improvements and will provide a regular update to the Board. Board members requested that the Technical Advisory Committee (TAC) develop potential funding strategies for these improvements. OCTA staff also provided an informational update on findings from a series of Orange County Metrolink rider and nonrider focus groups which dealt with a number of the proposed improvements.

LOSSAN CORRIDOR STRATEGIC ASSESSMENT

OCTA also provided a status report on the LOSSAN Corridor Strategic Assessment, a study currently underway to analyze a number of alternatives for better integration of the corridor's passenger rail services. The first phase of the study is to conduct surveys of riders and non-riders regarding their use and opinions on rail service. A second phase is to develop key service alternatives to be evaluated. A draft report is scheduled for late 2008.

TRANSFER OF LOSSAN FEDERAL FUNDS FROM DEL MAR BLUFFS STABILIZATION PROJECT II TO SANTA MARGARITA BRIDGE REPLACEMENT AND SECOND TRACK PROJECT

The Board of Directors approved a SANDAG request to transfer $430,000 in remaining federal section 5309 funds from the recently completed Del Mar Bluffs Stabilization Project II to the Santa Margarita Bridge Replacement and Second Track Project. Both projects are in San Diego county.

FEDERAL LEGISLATION

Caltrans announced the availability of $19 million in federal rail capital matching funds from FY 2009 which are available through a competitive process with the Federal Railroad Administration. Staff also reported the recent signing of HR 2095, which reauthorizes Amtrak for the next five years for a total of $12.9 billion. HR 2095 also sets requirements for passenger rail operators to implement Positive Train Control (PTC) by 2015.
STATE LEGISLATION

Caltrans also discussed the recent passage of Proposition 1A, the $9.95 billion high-speed rail bond. $950 million is available for urban feeder services, including $190 million specifically for the intercity rail program. The LOSSAN corridor would be eligible for at least $47.5 million. Board members requested that LOSSAN be involved in the development of guidelines for these funds.

OCTA METROLINK SERVICE EXPANSION PROGRAM

The Board received an informational presentation from OCTA regarding the agency’s plans for expanded Metrolink service in Orange County. The plan calls for 30 to 60 minute service between Laguna Niguel/Mission Viejo and Fullerton seven days per week. A total of 120 Metrolink trains will operate in this segment of the corridor at full build-out. Board member discussion centered on the potential impacts to the entire LOSSAN corridor.

NEXT MEETING DATE AND LOCATION

The Board approved the 2009 meeting schedule, with the next meeting scheduled for Wednesday, **February 11, 2009**, in Los Angeles at 11:30 a.m. The next TAC meeting is scheduled for Tuesday, December 2, 2008, in Los Angeles at 11:30 a.m. Additional information is available on the www.lossan.org Web site.
POTENTIAL AMENDMENTS TO REGIONAL COMPREHENSIVE FARE ORDINANCE DUE TO COMPASS CARD DEPLOYMENT DELAY

Introduction

At a Special Meeting of the Transportation Committee on December 5, 2008, staff reported that construction delays have delayed full system testing of the Compass Card. After working closely with both Metropolitan Transit System (MTS) and North County Transit District (NCTD), SANDAG staff recommended to the Transportation Committee that public launch of Compass Card be delayed until March 1, 2009. The Transportation Committee voted on December 5 to direct staff to take the steps necessary to shift the initial public rollout of the Compass Card and the new rolling passes to March 1, 2009. All paper monthly passes would still be eliminated and replaced with the Compass Card by July 1, 2009, under the revised transition schedule. In addition, the Transportation Committee also voted to maintain the availability of calendar monthly passes on Compass Card beyond July 1, 2009, so that beginning March 1, 2009, both the calendar monthly and 30-Day Rolling Passes will be available to the public. The Transportation Committee is being asked to hold the first reading of proposed changes to the Regional Comprehensive Fare Ordinance to enact the instructions given to staff at the December 5 meeting. The second reading and adoption of the amendments is scheduled for consideration by the full Board of Directors on December 19, 2009.

Discussion

Since last September there have been contract and construction delays with installing the remaining 169 Compass Card validators needed for rail operations. Currently there are three remaining Trolley stations yet to be installed, which include five validators. The validators are a critical element of revenue operations and enforcement, and they must be adequately tested prior to revenue operations. SANDAG plans to finish the remaining stations with a completion date scheduled for December 12, 2008. At that time, all validators should be connected to the system and functioning, which should allow comprehensive testing to be conducted.

Staffs at all three agencies need sufficient time to test and certify each device with the entire system before going into revenue operation. The plan is to start the official certification process January 1, 2009, allowing time to fully test the system over a 60-day period. During this period MTS, NCTD, and SANDAG will cooperatively work to train enforcement staff and operators, educate the public, address technical issues and develop additional reports to help manage the Compass Card program.

Recommendation

The Transportation Committee is asked to hold the first reading of proposed amendments to the Regional Comprehensive Fare Ordinance to delay introduction of the Compass Card and the Rolling Passes until March 1, 2009.
The updated schedule would still result in all monthly paper passes being replaced by the Compass Card by July 1, 2009. Where previously the retirement of paper passes would have begun in January 2009, the revised schedule would start the phasing-out in March. The change would replace Premium Express paper passes and COASTER monthly paper passes with the Compass Card on March 1, 2009. Then on May 1, 2009, SPRINTER / Breeze monthly paper passes would be replaced by the Compass Card. Finally, on July 1, 2009, all Regional monthly paper passes would be completely replaced by the Compass Card.

The delay in the Compass Card deployment will impact the implementation of Rolling Passes currently planned for January 1, 2009. Language in the Regional Comprehensive Fare Ordinance currently calls for the new 30-Day and 14-Day Rolling Passes to replace calendar and half month passes beginning January 1, 2009. The proposed amendments to the Fare Ordinance will delay the availability of the Rolling Passes to March 1, 2009. If the proposed amendments are adopted, effective March 1, 2009, transit customers would have the choice of buying or loading a COASTER, Premium or Regional conventional calendar monthly pass or a 30-Day Rolling Pass. In addition, introduction of the 14-Day Rolling Regional Pass would be delayed to March 1, 2009. Rolling Passes will be sold from ticket vending machines (TVMs), the Transit Store, and NCTD Customer Service Outlets, and would be activated and valid from the time of purchase. If a subsequent Rolling Pass is purchased before an existing pass has expired the new pass would automatically be activated and valid upon expiration of the first pass.

The proposed amendments to implement the changes discussed in this report are in Section 3 of the Fare Ordinance. An excerpt of Section 3 from the Fare Ordinance is provided as Attachment 1, which shows the proposed amendments in tracked changes.

The proposed amendments to the Fare Ordinance also will require programming ticket vending machines and other issuing equipment to sell both the 30-Day Rolling Passes and calendar monthly passes. SANDAG has performed an engineer’s estimate to include this dual capability at an approximate cost of $150,000. Staff will identify available project funding sources to meet this need and request the Executive Committee to authorize use of reserve funds for any deficiencies.

The Fare Ordinance already includes provisions to allow passengers to begin using the stored value capabilities of the Compass Card on March 1, 2009. Stored value allows passengers to load cash on the card in advance of travel using a TVM, the internet, or by telephone. The correct fare, including upgrades and supplements, is automatically deducted from the stored value when the passenger boards a bus or taps the card at a validator at a station. This feature allows the transit agencies and SANDAG to receive the money up front from passengers and will make it more convenient for riders who do not use the system enough to warrant purchasing calendar monthly or Rolling Passes. The stored value feature will reduce the amount of cash handled by the operators and is intended to help reduce costs, and also reduce bus delays caused by passengers hunting for the correct change and feeding multiple coins and bills into the fareboxes.

The Fare Ordinance currently includes language that requires all passengers to tap their Compass Card every time they board a bus or enter a rail platform. The transit operators will need to update their fare enforcement ordinances or policies to ensure that appropriate provisions are in place to enforce this requirement. The enforcement provisions could include warnings, fines, surcharges or other enforcement actions. There will be a major marketing and education campaign beginning in early 2009 to inform riders of the requirement to tap the validators at rail stations and when boarding. In order to keep the system as simple to use as possible the SANDAG Fare Ordinance
includes language that is uniform for all users whether they have a single ride ticket on Compass or stored value, a calendar monthly pass, a Rolling Pass or a Day Pass.

The introduction of Rolling Passes is a major step for the transit operators and is intended to enhance the availability of reduced fare products for all transit users. SANDAG will conduct an assessment of public acceptance and operator experiences with the Rolling Passes and will report back to the Transportation Committee with the results no later than September 2010.

JACK BODA
Director of Mobility Management and Project Implementation

Key Staff Contact: Dan Levy, (619) 699-6942, dle@sandag.org

Attachment: 1. Proposed Amendments to Section 3 of the Regional Comprehensive Fare Ordinance
The San Diego Association of Governments (SANDAG) ordains as follows:

SECTION 3: REGIONAL PASSES AND TICKETS

3.1 Regional Bus and Trolley Monthly Passes

The price of a Regional Monthly Pass shall be based on service type. Local Urban Bus, Express Bus, and San Diego Trolley passes shall be $64.00 ($68 effective January 1, 2009). Premium Express passes shall be $90.00. A Regional Monthly pass shall entitle the person to whom the pass is issued to unlimited rides, during the month for which the pass is designated, on any equal or lower priced, regularly scheduled services provided by MTS and NCTD. See Section 5.8 for use on Designated Rural services. See Section 5.14 for use on the COASTER. See Section 5.7 for use on DART.

3.2 Regional Senior/Disabled/Medicare Bus and Trolley Monthly Passes

The price of a regional Senior/Disabled/Medicare monthly pass is $16.00 ($17.00 effective January 1, 2009) and shall entitle the Senior, Disabled, or Medicare passenger to unlimited trips, during the month for which the pass is designated, on any regularly scheduled services provided by those operators identified in this Ordinance except the COASTER and Designated Rural services. See Section 5.14 for use on the COASTER. See Section 5.7 for use on DART. An additional upgrade is required to ride DART and the COASTER.

The price of a Premium Express monthly pass for Senior/Disabled/Medicare shall be $22.50 effective January 1, 2009.

3.3 Regional Youth Bus and Trolley Monthly Passes

The price of a youth monthly pass is $32.00 ($34.00 effective January 1, 2009) and shall entitle the youth passenger to unlimited trips, during the month for which the pass is designated, on any regularly scheduled services provided by those operators identified in this Ordinance except the COASTER or Designated Rural services. See Section 5.14 for use on the COASTER. See Section 5.7 for use on DART.

The price of a Premium Express monthly pass for Youth shall be $45.00 effective January 1, 2009.

3.4 Regional COASTER Monthly Pass

Effective July 1, 2008
Regular: 1-Zone: $129.00, 2-Zone: $140.00, 3-Zone: $156.00, 4-Zone: $168.00
Youth: All zones: $84.00
Senior/Disabled/Medicare: All zones: $42.00
NCTD shall publish in its Rider’s Guide a listing of which COASTER stations are located in each Zone.

Effective January 1, 2009:

Regular: 1-Zone: $144.00, 2-Zone: $154.00, 3-Zone: $170.00, 4-Zone: $182.00  
Youth: All zones: $91.00  
Senior/Disabled/Medicare: All zones: $45.50

3.5 **Half Price Bus and Trolley**14-Day Rolling** Passes**

Half Price Regional Passes may be purchased from The Transit Store from the 15th to the 24th of each month **for $41**. These passes are valid from the 15th of the month to the end of the month. The sale of Half Price monthly passes will be discontinued effective July 1, 2009.

Beginning Effective January March 1, 2009, the Half Price Pass shall be replaced with a 14-Day Regional Rolling Pass priced at $41.00. A 14-Day Rolling Pass shall be valid for unlimited rides - 14 consecutive days on the service for which it was purchased beginning on the day the pass is validated. Passes sold or reloaded at TVMs, the Transit Store, NCTD Customer Service Outlets, or other outlets designated by SANDAG shall be validated upon purchase. This Section 3.5 shall go into effect on January 1, 2009.

3.6 **Calendar Month and 30-Day Rolling Passes**

Beginning Effective January March 1, 2009, each Regional Pass listed in Section 3 shall be available as a monthly pass either on a calendar month -or-as replaced with a rolling 30-Day Pass. A 30-Day Rolling Pass shall be valid for unlimited rides for 30 consecutive days on the service for which it was purchased beginning on the first day the pass is validated. A monthly pass shall be valid for the entire calendar month for which it is purchased. Passes sold or reloaded at TVMs, the Transit Store, NCTD Customer Service Outlets or other outlets designated by SANDAG shall be validated upon purchase. When more than one Rolling Pass is loaded onto a Compass Card, each subsequent passes shall automatically become valid upon expiration of the any previous pass. This Section 3.6 shall go into effect on January 1, 2009.
Sorrento Valley Coaster Connection Update

Introduction

The Sorrento Valley COASTER Connection (SVCC) is a Metropolitan Transit System (MTS) operated service that provides short distance shuttle connections on nine routes between the Sorrento Valley COASTER station and businesses in the Sorrento Valley, Sorrento Mesa, Carroll Canyon, University City, and Torrey Pines areas (see Attachment 1). Previously, nearly 70 percent of the annual costs to operate SVCC services were subsidized by funding from the Air Pollution Control District (APCD) and Interstate 805/Interstate 5 construction mitigation funds from Caltrans. Both the APCD and Caltrans funding sources, totaling nearly $732,000, were no longer available as of July 1, 2008.

In order to help make up for the loss of these revenues, the SANDAG Board of Directors at its June 13, 2008, meeting approved charging a fare for all SVCC passengers (previously, passengers were allowed to transfer free of charge from the COASTER to the COASTER Connection). Effective September 1, 2008, a one-way fare of $1.00 ($0.50 Seniors/Disabled/Medicare, $40.00 monthly pass) was implemented. It was hoped that the new fare would cover about 25 percent of the operating costs of the SVCC.

Since the implementation of the SVCC fare, there has been a significant drop in ridership and increase in subsidy per passenger. MTS also has attempted, without success, to secure public-private partnerships with Sorrento Valley employers that could have generated increased financial support for the SVCC services. Given MTS’s ongoing budget problems fueled by declining sales tax revenues and a loss of state funding, allocating additional public subsidies in order to continue these services is problematic. For these reasons, continuation of the SVCC services beyond January has become problematic.

Discussion

Ridership and Subsidy Trends

Prior to September 1, 2008, the SVCC routes served about 900 - 1,000 passengers each day. Since the implementation of the SVCC fares, ridership has dropped over 30 percent to less than 650 riders per day. Many of the lost riders apparently are now being served by shuttle services provided by employers. The loss in ridership also has resulted in an increase in the subsidy per passenger from $4.14 to $5.18. While MTS had originally expected sufficient funding to continue operating all nine SVCC routes until the third quarter of FY 2009, ridership loss has been higher than anticipated and MTS estimates that funding will be exhausted by the end of January, if not sooner.
Based on current ridership trends and available revenues, the expected FY 2009 operating budget looks as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tr>
<td>Total Annual Operating Costs</td>
<td>$1,045,000</td>
</tr>
<tr>
<td>SVCC Fares</td>
<td>180,000</td>
</tr>
<tr>
<td>COASTER Service Revenue Sharing (portion of COASTER revenues paid to MTS by North County Transit District [NCTD])</td>
<td>110,000</td>
</tr>
<tr>
<td>MTS Transportation Development Act (TDA)</td>
<td>300,000</td>
</tr>
<tr>
<td><strong>Shortfall:</strong></td>
<td><strong>$ 455,000</strong></td>
</tr>
</tbody>
</table>

The budget crisis faced by MTS means additional public subsidy funding to bridge this shortfall is not available. Over the past several months, MTS attempted to secure public-private partnerships with Sorrento Valley businesses in order to generate increased financial support for the SVCC services. Unfortunately, these efforts have not been successful.

As a result of the SVCC funding shortfall, MTS staff has tentative plans to hold a public hearing at its January 15, 2009, Board meeting to consider the elimination of the SVCC services (see Attachment 2).

**Regional Significance of SVCC Services**

Since the SVCC services are routes of regional significance, the Transportation Committee is required by Board Policy No. 018 to determine whether the elimination of this route is consistent with regional policies, goals, and objectives prior to MTS holding its public hearing or implementing changes.

The SVCC routes provide an important connection between the Sorrento Valley COASTER station and employment areas in Sorrento Valley, Sorrento Mesa, Torrey Pines, and University City areas. Topography and dispersed land use patterns make walking and bicycle access difficult from the COASTER station. With the start of COASTER service in 1995, the Old Town and Downtown San Diego COASTER stations had other bus and trolley service already in place to serve COASTER riders headed to nearby job centers. The Sorrento Valley COASTER station did not have this underlying transit system, creating the need for the SVCC services, which began service in 1997. The importance of the SVCC services in support of the COASTER service is shown by the fact that about one third of the current COASTER ridership is generated by the Sorrento Valley station. At the same time, the SVCC services require a relatively high subsidy per passenger compared with the MTS system average.

With the SVCC fare increase, some COASTER riders appear to have shifted to shuttle services operated by several employers. Should the SVCC services be cutback or eliminated, it is possible that other employers will do likewise.

**Next Steps**

In light of recent trends with the SVCC services, SANDAG, MTS, and NCTD staffs will be meeting over the coming weeks to explore options for modifying the SVCC services and/or making shifts in other MTS and NCTD services in order to continue some level of SVCC service. Based on these
discussions, SANDAG staff will then report back to the Transportation Committee in January with a recommendation on the SVCC services based on the Board Policy No. 018 review.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Dave Schumacher, (619) 699-6906, dsc@sandag.org

Attachments: 1. Sorrento Valley COASTER Connections Map
2. MTS letter dated 12/5/08 from Paul Jablonski to Gary Gallegos
December 5, 2008

Mr. Gary Gallegos
Executive Director
San Diego Association of Governments
401 B Street, Suite 700
San Diego, CA 92101

Dear Gary:

Subject: SORRENTO VALLEY COASTER CONNECTION

As you know, MTS has faced significant funding challenges for the past several years and has implemented a number of initiatives to help cut costs and raise revenues. At the core of these efforts has been the goal to retain as much transit service as our budget will permit. To this end, we have sought alternative ways to help subsidize existing services. The Sorrento Valley Coaster Connection (SVCC) service is a good example of this approach. Regrettably, our efforts to come up with a solution for helping sustain the SVCC have failed and MTS staff intends to hold a public hearing to determine the fate of these services.

In the past, SVCC service has enjoyed significant financial assistance from the Air Pollution Control District (APCD) and Caltrans, but those subsidies ended July 1st and MTS must find a replacement for the funding. A fare for the service was implemented in September with the understanding that we would need additional revenue sources to make the services viable. MTS has been actively engaging Sorrento Valley employers to help fund the service through public private partnerships but those efforts have not been successful. Without employer assistance, the services require an additional $455,000 public subsidy, since the new fares only cover 17% of the $1 million operating budget. At a time when MTS is facing a significant loss of operating revenue due to lower sales tax receipts and state budget cuts, we must consider whether the SVCC services warrant the proportionately high public subsidy. The performance of the routes in the SVCC does not rank favorably against that of other MTS services, and therefore staff intends to initiate a public hearing process in January to determine if these services should be eliminated.

Please do not hesitate to contact me if you have questions regarding the SVCC or the public hearing process.

Sincerely,

[Signature]

Paul C. Jablonski
Chief Executive Officer

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SAN DIEGO REGIONAL BICYCLE PLAN – PROPOSED NETWORK

**Introduction**

The San Diego Regional Bicycle Plan (Regional Bicycle Plan) is being developed to support implementation of the both the Regional Comprehensive Plan (RCP) and Regional Transportation Plan (RTP). The RCP calls for more transportation options and a balanced regional transportation system to support smart growth and a more sustainable region. The RTP calls for a multimodal regional transportation network that includes a regional bicycle network (Attachment 1). In addition, bicycle transportation plays a role in public health, reducing vehicle miles traveled (VMT), improving air quality, and lessening the dependence on motor vehicle travel.

Last fiscal year, SANDAG was awarded a Caltrans planning grant to prepare a regional bicycle plan. A report summarizing the work done to date on the development of the Regional Bicycle Plan which included an overview of the purpose of the plan, the public involvement process, and discussion of issues related to the proposed network was presented to the Transportation Committee at its November 7, 2008, meeting. This report presents a preferred draft revised regional bicycle network for Transportation Committee consideration. It also discusses the proposed approach to develop funding scenarios to implement the Regional Bicycle Plan.

**Discussion**

The main purpose of the Regional Bicycle Plan is to develop a unified bicycle system throughout the San Diego region that serves a wide variety of bicycle trips with connections to pedestrian paths, trails, and transit. The Regional Bicycle Plan will accomplish the following:

- Define a network of regionally significant bicycle routes, facilities, and necessary support programs and facilities;
- Identify gaps in the network and recommend specific improvements needed to fill these gaps in the system;
- Develop cost estimates for build-out of the entire regional network;
- Develop a funding strategy to implement the regional bike network;

**Recommendation**

The Transportation Committee is asked to accept the draft revised regional bicycle network for planning purposes in the San Diego Regional Bicycle Plan. The draft revised network will provide a framework on which to base recommended bicycle facility types, proposed funding scenarios, and implementation actions.
• Identify programs to help local jurisdictions to become more bicycle-friendly; and
• Recommend a series of policies and actions to encourage and increase bicycling at the local and regional level.

Preferred Network

As a result of input obtained through the public outreach process and working with local jurisdictions, some refinements to the existing regional network have been proposed and are shown in Attachment 2. The total number of miles in the proposed regional network is 510.9 and is comprised of 39 corridors that traverse every jurisdiction in the region. The proposed refinements would add eight new corridors and realign 11 corridors to provide better connections to major activity centers. Subregional maps showing the proposed revisions are included in Attachments 3 and 4. Detailed descriptions of the proposed corridors are provided in Attachment 5.

If accepted by the Transportation Committee, the revised draft regional network map should be considered as the unconstrained regional bicycle network and will be used as the basis for the Regional Bicycle Plan to recommend bicycle facility types, proposed funding scenarios and implementation actions. One of the key implementation actions will be a prioritized list of projects and a recommended phasing plan. The phasing plan will help to ensure that the regional bicycle network will grow rationally rather than as a series of disconnected pieces.

Developing Potential Funding Scenarios

To be consistent with established and familiar funding scenarios, the Regional Bicycle Plan will provide three options based on the same relative funding scenarios used in the RTP:

• Revenue Constrained Scenario – This plan is based only on current sources and levels of TransNet and Transportation Development Act (TDA) funding, modest opportunities resulting from TransNet Routine Accommodations, and minimal levels of local matching funds.

• Reasonably Expected Revenue Scenario – This plan includes the funding from the revenue constrained forecast, plus state and federal funding that may become available in support of non-motorized transportation projects, additional TransNet Routine Accommodations, and a more substantial commitment of local matching funds.

• Unconstrained Revenue Scenario – Based on current estimates the cost to build out the regional bicycle network and facilities identified in existing local bicycle master plans exceeds the projected TransNet and TDA allocations. This does not include pedestrian or traffic calming projects for which there are no current estimates at the regional level. The total funding needed to fully build out the non-motorized transportation system is beyond the levels of funding assumed for the Reasonably Expected Revenue Scenario. The unconstrained scenario includes additional revenue options to fund the full implementation of the non-motorized transportation system.

While the assumptions and available funding sources will not be exactly the same as those in the RTP, the Regional Bicycle Plan will propose a set of assumptions for bicycle infrastructure and programs that will illustrate the relative levels of investment as well as the benefits associated with each scenario.
In the consideration of relative funding levels and the respective benefits generated, it will be important to relate the regional bicycle infrastructure as part of the regional non-motorized transportation network. While the cost for building the regional network will be identified, its relation to local facilities in terms of connectivity is important. The SANDAG Bicycle, Pedestrian, and Neighborhood Safety/Traffic Calming Program uses TransNet and TDA funding to build regional bicycle projects as well as local bicycle, pedestrian projects, and traffic calming projects throughout the region. The overall funding strategy will strive for an optimum balance between regional and local projects that will yield the greatest benefits in terms of offering viable non-motorized transportation options with the most potential to reduce vehicle miles traveled and reduce greenhouse gas emissions.

Next Steps

A first draft of the Regional Bicycle Plan is expected to be complete in early 2009 followed by a 30-day public review period. Necessary revisions to the Regional Bicycle Plan will follow public review. The Final Report is expected in spring 2009.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. Existing Regional Bikeway Corridors Map
2. Proposed Revisions to Existing Regional Bicycle Network Map
3. Northern Subregional Map with Proposed Revisions to Existing Regional Bicycle Network
4. Southern Subregional Map with Proposed Revisions to Existing Regional Bicycle Network
5. Detailed Description of Proposed Regional Corridors

Key Staff Contact: Chris Kluth, (619) 699-1952, ckl@sandag.org
Figure 1: Currently Adopted Regional Bikeway Corridors

Currently Adopted Regional Bikeway Corridors
Freeways
Figure 2: Proposed Revisions to Currently Adopted Regional Bicycle Network

New Corridor
Realigned Corridor
Same As Currently Adopted Regional Bicycle Corridors
Previous Corridor Alignments

SAN DIEGO REGIONAL BICYCLE PLAN

2.5 Miles
0 1.25 2.5 3 Miles

Pacific Ocean

San Diego
Santee
Poway
Chula Vista
El Cajon
La Mesa
Lemon Grove
National City
Chula Vista
Carlsbad
Encinitas
Del Mar
Vista
San Marcos
Escondido
Solana Beach
Chula Vista
San Diego
National City
Lemon Grove
San Diego

Attachment 2
FIGURE 3
NORTH COUNTY
SAN DIEGO REGIONAL BICYCLE PLAN
Proposed Regional Bicycle Network

Proposed Regional Bicycle Corridors
<table>
<thead>
<tr>
<th>Corridor</th>
<th>Start</th>
<th>End</th>
<th>Miles</th>
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<tbody>
<tr>
<td>Loop</td>
<td>Bayshore Bikeway</td>
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<tr>
<td>E/W</td>
<td>Bay to Ranch Bikeway(^1)</td>
<td>Bayshore Bikeway</td>
<td>6.0</td>
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<tr>
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<td>Border Access Corridor(^2)</td>
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<td>Encinitas – San Marcos Corridor(^2)</td>
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<td>Escondido Creek Bikeway</td>
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<td>Hillcrest – El Cajon Corridor(^1,2)</td>
<td>Kensington – Balboa Park Corridor</td>
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<td>Imperial Beach Connector</td>
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<tr>
<td>E/W</td>
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<tr>
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<td>Clairemont – Centre City Corridor</td>
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<td>City Heights – Old Town Corridor</td>
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<tr>
<td>Corridor</td>
<td>Start</td>
<td>End</td>
<td>Miles</td>
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<tr>
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<td>N/S Santee – El Cajon Corridor</td>
<td>El Cajon Northern Loop, El Cajon</td>
<td>I-8 Corridor, Santee</td>
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<tr>
<td>N/S Sweetwater River Bikeway</td>
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<td>E/W I-8 Corridor</td>
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<td>Border Access Corridor, San Diego</td>
<td>Future SR 11 Border Crossing, County of San Diego</td>
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</tbody>
</table>

**Total Regional Bicycle Corridor Miles**

Source: Alta Planning + Design, November 24, 2008

Legend:
- E/W = East/West
- N/S = North/South

1 New corridor
2 Realigned corridor
San Diego Association of Governments

TRANSPORTATION COMMITTEE

December 12, 2008

AGENDA ITEM NO.: 11

Action Requested: APPROVE

CAPITAL PROJECTS BUDGET TRANSFERS

File Numbers 1141400, 1141600

Introduction

The Del Mar Bluffs Stabilization Project II and the Santa Margarita River Bridge and Second Track project are both included in the SANDAG Capital Improvement Program (CIP). SANDAG policy requires Transportation Committee approval for cumulative budget transfers in amounts between $100,000 and $500,000. This item recommends approval of the transfer of the remaining balance in the Del Mar Bluffs Stabilization Project II to supplement the design and construction of the Santa Margarita River Bridge and Second Track Project.

Discussion

The Del Mar Bluffs Stabilization II Project stabilized approximately 1,300 lineal feet of coastal bluff along the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor in and near the City of Del Mar. The Project was completed in early 2008. Currently, $665,000 is unencumbered and is not anticipated to be required for use on the project.

The Santa Margarita River Bridge and Second Track Project will replace an aging single-track bridge with a new double-track bridge, close a 0.8 mile gap of single-track by adding a second track, and improve the alignment of 1.7 miles of existing track for greater speed. It is located along the LOSSAN Rail Corridor in northern San Diego County within the boundaries of the City of Oceanside and Camp Pendleton.

Since the completion of the 90 percent design in November 2007, new requirements have been identified that were not considered in the original scope. These include: deleting retaining walls in favor of new embankment in the Caltrans right-of-way, implementing revised American Railway Engineering and Maintenance-of-Way Association (AREMA) and NCTD standards, incorporating additional Regional Water Quality Control Board (RWQCB) requirements, and the installation of a high-speed crossover to maintain NCTD’s current operational capabilities. Transferring a portion of the remaining funds from the Del Mar Bluffs Stabilization Project will allow the added design work to proceed with little to no impact to the project schedule.

In addition to the new design effort, there also are additional environmental mitigation requirements. The original project budget assumed environmental impacts could be mitigated through the purchase of credits from an existing mitigation bank. The mitigation bank is no longer an option requiring an alternative mitigation plan. The plan will include refinement of the construction impact footprint, development of on-site planting and revegetation, and implementation of off-site mitigation.

Recommendation

The Transportation Committee is asked to approve a fund transfer of $430,000 from the Del Mar Bluffs Stabilization Project II to the Santa Margarita River Bridge and Second Track Project and approve the revised capital budgets for these Projects.
The transfer of funds was approved by the LOSSAN Board at its November 12, 2008, meeting (Attachment 1). The fund transfer is summarized in Table 1.

<table>
<thead>
<tr>
<th>Project (CIP #)</th>
<th>Current Budget</th>
<th>Proposed Budget</th>
<th>Budget Change</th>
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<tr>
<td>Del Mar Bluffs Stabilization II (1141400)</td>
<td>$5,728,530</td>
<td>$5,298,530</td>
<td>&lt;$430,000&gt;</td>
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<tr>
<td>Santa Margarita Bridge (1141600)</td>
<td>$40,200,000</td>
<td>$40,630,000</td>
<td>$430,000</td>
</tr>
</tbody>
</table>

JACK BODA
Director of Mobility Management and Implementation

Attachment: 1. LOSSAN Board Approval of Fund Transfer

Key Staff Contact: Ramon A. Ruelas, (619) 699-6944, rrue@sandag.org
November 19, 2008

Gary L. Gallegos,
Executive Director
San Diego Association of Governments
401 B Street Suite 800
San Diego CA 92101

SUBJECT: LOSSAN APPROVAL OF FUND TRANSFER FROM DEL MAR BLUFFS II TO SANTA MARGARITA BRIDGE REPLACEMENT AND SECOND TRACK PROJECT

At our November 12, 2008, meeting, the Board of Directors of the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) approved SANDAG’s request to transfer $430,000 in remaining section 5309 federal funds from the recently completed Del Mar Bluffs Stabilization Project II to the Santa Margarita Bridge Replacement and Second Track Project, in order to complete final design.

In 2001, LOSSAN secured $2.9 million in federal funds for the Del Mar project and we are pleased to have the project completed and under budget. Furthermore, the Santa Margarita Bridge Replacement and Second Track Project is on the LOSSAN list of priority projects and we are glad to see it progress.

We look forward to continuing to work together to improve our coastal rail corridor. If you have any questions at this time, please contact me at (714) 562-3760 or Linda Culp, SANDAG staff to LOSSAN, at (619) 699-6957 or lcu@sandag.org.

Sincerely,

ART BROWN
HONORABLE ART BROWN, Chair
LOSSAN Rail Corridor Agency
San Diego Association of Governments

TRANSPORTATION COMMITTEE

December 12, 2008

AGENDA ITEM NO.: 12

Action Requested: APPROVE

SPRINTER PROJECT STATUS REPORT
AND SPRINTER ASSISTANCE BUDGET AMENDMENT

File Number 1115200

Introduction

The North County Transit District (NCTD) SPRINTER Rail Project converts an existing 22-mile freight rail corridor into a Diesel Multiple Unit (DMU) transit system connecting Oceanside, Vista, unincorporated County areas, San Marcos, and Escondido. The SPRINTER is a TransNet-funded project to increase east-west mobility in the State Route (SR) 78 corridor. In response to requests from NCTD and the Federal Transit Administration (FTA), SANDAG staff is currently providing support and oversight services for the project and has been asked by the SANDAG Board of Directors to report on its progress monthly to the Transportation Committee.

Discussion

Budget Amendment

On September 1, 2008, four NCTD construction management staff working on the SPRINTER transferred to SANDAG in accordance with SB 1703 and Addendum 11 to our Master MOU with NCTD. The staff will charge their time to the SPRINTER Assistance Project (CIP 1115200) and SANDAG will be fully reimbursed by NCTD via an existing purchase order. The NCTD Monitoring Committee approved a $325,000 increase to existing purchase order on December 4, 2008, in order to pay for this additional effort. Similarly, the Transportation Committee is asked to approve an increase in the SPRINTER Assistance Project budget by $325,000.

Current Progress

Only punch list work remains for the Mainline contractor. All work should be completed by the end of January 2009. Concurrently, other contractors are working on maintaining the landscaping and providing additional stormwater protection measures.

The Inland Rail Trail (IRT) is complete except for punch list work. Operations and maintenance agreements are being negotiated with the Cities of Escondido and San Marcos. As soon as these agreements are executed, the IRT project will no longer be responsible for ongoing maintenance costs.
Average daily weekday ridership in early November was 7,733 compared to 8,308 in early October and an all time high of 8,658 in early September. In November, Saturday ridership averaged 3,632 and Sunday averaged 2,787.

**Claims and Disputes**

No formal claims have been filed on the Mainline contract; however, there are outstanding disputes concerning the delays to the work, change order work, and signal and communication work. NCTD is actively negotiating with the contractor and resolution of all contract issues is expected by the end of the year.

NCTD has a tentative agreement with the contractor to close out the San Marcos Loop contract. The Vehicle Maintenance facility contract was completed with no claims. The DMU vehicle contract is still open for retention purposes but there are no outstanding disputes.

**Estimate at Completion**

There was no new estimate at completion (EAC) for November so it remains $479.3 million. This includes a $6.5 million contingency and assumes NCTD will pay the maximum potential value of the May 2007 settlement agreement with the Mainline contractor. It also includes a forecasted cost for all outstanding invoices and change orders yet to be negotiated. The project budget set by the NCTD Board and included in the Amended Recovery Plan for the FTA is $484.1 million, giving NCTD an additional $4.8 million of capacity between budget and EAC.

Risks to budget lie only with the Mainline contract. Final cost is now dependent on how the issues described above are resolved and whether new claims are submitted prior to close out of the contract. In addition to the claims, the cost to analyze, negotiate, and defend any claim also must be considered as a risk to budget.

**JACK BODA**  
Director of Mobility Management and Project Implementation

**Key Staff Contact:** Jim Linthicum, (619) 699-1970, jlin@sandag.org
STATE-LOCAL PARTNERSHIP PROGRAM

Introduction

The Proposition 1B Transportation Infrastructure bonds approved by the voters in 2004 included $1 billion for a State-Local Partnership Program (SLPP). As part of this year’s budget and legislative process, a $200 million initial appropriation was approved together with the implementing guidelines. The five-year program is split into two elements: a formula-based program covering 95 percent of the funds for jurisdictions as a match to voter-approved taxes and tolls dedicated to transportation; and a competitive discretionary program covering 5 percent of the funds to match uniform developer fees dedicated to transportation. This report discusses the program guidelines and discusses an approach to program the approximately $83.6 million in formula funds for San Diego anticipated through the five-year program.

Discussion

The implementation guidelines for the five-year SLPP were developed by the Legislature and approved by Gov. Schwarzenegger on September 30, 2008. The legislation, AB 268, distributes 95 percent of program funds on a formula basis to match certain voter-approved taxes and tolls dedicated to transportation and 5 percent on a discretionary program to match uniform developer fees dedicated to transportation. AB 268 is specific regarding the types of eligible projects, useful life and types of eligible matching funds, and the California Transportation Commission (CTC) must allocate the funds consistent with the legislation.

Formula Program for Voter-Approved Taxes and Fees

AB 268 identifies 95 percent of program funds as a match for voter-approved taxes dedicated to transportation such as TransNet. The calculation to determine San Diego’s share of this statewide program includes both local sales tax revenues and population as estimated by the Department of Finance. The CTC has estimated that approximately 9 percent of the formula program total (or nearly $83.6 million through the five year program) will be available for the San Diego region.

Per AB 268, the SLPP requires a one-to-one minimum match with local sales tax dollars. The CTC also has indicated that SLPP funds can only be used for the construction phase of a project. Lastly, the CTC also requires that program allocations can only be made on fully funded projects or phases of projects.

Also per AB 268, eligible types of projects include highways, transit facilities and equipment (including rolling stock), local streets and roads, bikeway and environmental mitigation projects.
There is a useful life requirement for most of the eligible categories of 15 years, with the exception of transit facilities and rolling stock which require only a 10-year useful life. Costs of operating transit systems are not an eligible expenditure.

The Board of Directors has already directed through its approval of the TransNet Plan of Finance earlier this year that 94 percent of SLPP funds will be used to fund TransNet Early Action Program (EAP) projects. This level of investment is consistent with other state and federal funding sources, including State Transportation Improvement Program (STIP), Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds. Applying the 94 percent investment level to SANDAG’s anticipated distribution yields approximately $78.6 million to be programmed on a TransNet EAP project.

Draft Programming Recommendations

Following Board policy to direct 94 percent of SLPP funds towards TransNet projects and SLPP program requirements that only allow construction or acquisition phase, staff recommends programming SLPP funds as they become appropriated on the currently approved TransNet EAP projects in order of construction contract delivery. Table 1 below lists the remaining TransNet EAP projects whose contracts have not yet been awarded for construction. (TransNet projects such as Interstate 15 (I-15) Express Lanes or State Route (SR) 52 Extension are not included because they are already under construction and therefore not eligible.) Other TransNet projects that are added by the Board to the EAP list through future actions also could be eligible for SLPP funds, contingent on their meeting the CTC’s requirements for allocation.

Table 1. Proposed SLPP Programming

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<th>Construction Phase Cost ($millions)</th>
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<td>Mid-Coast Light Rail Transit</td>
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From a programming perspective, the SLPP funds would replace a portion of the TransNet funds but maintain at a minimum sufficient sales tax dollars on the project to provide the requisite one-to-one match. This way, the use of the SLPP funds is maximized and the use of a portion of currently programmed TransNet funds is deferred for future TransNet projects. It should be noted that the SLPP funds identified for the projects listed above have already been included as additional state revenues in the TransNet Plan of Finance that was approved by the Board of Directors in early 2008, and are therefore not considered “new” funds.
Regarding the 6 percent of SLPP funds not dedicated to the TransNet EAP (which in FY 2008/09 totals approximately $1 million), staff recommends following previous Board policy and focus on projects that are ready to go to construction between now and the next six months. As staff considers which projects to propose for this funding, however, significant legislative proposals in both Sacramento and Washington D.C. regarding an economic stimulus package that would focus on transportation infrastructure in general and on early delivery of projects in particular could offer additional funding for these same potential SLPP projects. Given the focus on early delivery of projects, staff would not recommend a call for projects at this time since other previously prioritized projects are closer to being ready to go and can use the funds sooner.

Staff reviewed the Board’s current Capital Improvement Program (CIP) for potential candidate projects. This review included an assessment of how the project would meet the SLPP criteria regarding local sales tax funds match, type of project and useful life as well as being ready to go in the next few months.

Pending additional information regarding these potential economic stimulus packages, staff tentatively recommends funding the Grossmont Station Pedestrian Enhancements project, located in the City of La Mesa, with the approximately $1 million in SLPP funds for non-TransNet EAP projects. The Grossmont Station Pedestrian Enhancements project is included in SANDAG’s capital budget for FY 2008/2009. The project is nearly 100 percent designed and could be advertised for construction as early as spring 2009. Currently programmed funding includes $2.7 million from Federal Transit Administration (FTA) and Transportation Development Act (TDA) funds, plus $2 million in Transportation Enhancement (TE) funds under SANDAG’s Pilot Smart Growth Incentive Program.

The Grossmont project budget, however, is underfunded by approximately $3.2 million. The proposed strategy to fully fund this project involves pursuing two tracks: The first is to try to fund the project’s budget shortfall through one or both of the economic stimulus packages being discussed in Sacramento and Washington D.C. The other involves a combination of SLPP funds ($1 million), successfully competing for additional TransNet bicycle and pedestrian funds (at least $1 million to match the SLPP funds), savings and transfers from other CIP projects and the implementation of design and construction efficiencies to lower the cost of the project (at most $1.2 million in combination of these last two sources). The additional TransNet funds could become available as part of the FY 2008/2009 call for projects that will take place in early 2009. Staff believes that this project can compete well for these funds given the TDA/TransNet Bicycle and Pedestrian Program’s overall scoring criteria, which includes early delivery, pedestrian benefits, improved transit access and others. In addition to helping fully fund the project, the TransNet funds would provide the local sales tax match required by the SLPP funds. Discussions with the Metropolitan Transit System regarding the use of project savings and other CIP fund transfers are currently underway. In the event the project does not successfully compete for the 2008/09 TransNet bicycle and pedestrian funds, or the project does not receive any funds from either the state or federal potential economic stimulus packages, staff would return to the Transportation Committee and the Board with other programming proposals.

As additional funds are appropriated by the Legislature, staff will bring proposals to program the 6 percent not dedicated to the TransNet EAP. The total amount anticipated from this program, including this year’s appropriation, is approximately $5 million.
Competitive Grant Program to Match Uniform Developer Fees

AB 268 identified 5 percent of the SLPP for a competitive grant program to match uniform developer fees. The total amount available statewide for this program in Fiscal Year 2008/2009 is approximately $9.8 million. It should be noted that no single competitive grant from this program may exceed $1 million. All jurisdictions in San Diego County collect uniform developer fees through the Regional Transportation Congestion Improvement Program (RTCIP) that was approved by all local agencies as part of the overall TransNet program. Other local uniform developer fees can also serve as a match to this competitive grant program, provided the local agency has identified these funds as being exclusively for transportation purposes. CTC staff has indicated that as part of the application process, the local agency will need to submit a copy of the authorizing resolution describing the fee and its uses. Further, in selecting grant recipients, the CTC will give consideration to geographic balance and to demonstrated project cost-effectiveness.

The eligible types of projects under this competitive grant program are similar to the formula-based program, including useful life. The CTC will give a higher priority to projects that are more cost-effective, that can begin construction or implementation earlier, that leverage more uniform developer fees per program dollar, and that can demonstrate quantifiable air quality improvements, including a significant reduction in vehicle-miles traveled.

The CTC will consider all projects submitted by the February 17, 2009, deadline. The CTC anticipates reviewing and approving a list of grant recipients by its April 2009 meeting. Staff shared the draft SLPP guidelines with the Cities/County Transportation Advisory Committee at its November 2008 meeting and encouraged all local agencies to apply.

Next Steps

The CTC anticipates adopting the SLPP guidelines at its December 10-11, 2008, meeting. This item will be brought to the Transportation Committee for recommendation to the Board at its January 2009 meeting. The Board will be requested to take action at its January 2009 meeting. The CTC’s deadline to submit applications for the competitive grants program is February 17, 2009. The CTC will adopt the competitive grants program at the Commission’s April 2009 meeting. The CTC also can approve any programming requests under the formula-based program as early as the April 2009 meeting.

RENEE WASMUND
Director of Finance

Key Staff Contact: José A. Nuncio, (619) 699-1908, jnu@sandag.org
2030 REGIONAL TRANSPORTATION PLAN: ONE-YEAR REVIEW

Introduction

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

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

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

Next Steps

As part of the development of the FY 2010 Overall Work Program (OWP) and Budget, staff will prepare the work program for the next RTP to be adopted in 2011. The work program will incorporate many of the activities discussed in this status report.

In addition, provisions of Senate Bill (SB) 375 will be addressed in the RTP Work Program. SB 375 incorporates greenhouse gas (GHG) planning requirements into the RTP process, provides California Environmental Quality Act (CEQA) streamlining for certain local development projects that are consistent with regional plans meeting GHG emission targets, and aligns the RTP process and the Regional Housing Needs Assessment, which is mandated by State Housing Law. Updated RTP guidelines adopted by the California Transportation Commission in May 2008, which are related to addressing climate change and GHG emissions during the RTP process, will also be considered in the development of the next RTP Work Program.
Staff will return to the Transportation Committee with a proposed work program for the next RTP update early next year.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Heather Werlick, (619) 699-6967, hwe@sandag.org

Attachment: 1. 2030 RTP One-Year Review Status Update
The 2030 Regional Transportation Plan (RTP): Pathways for the Future was adopted by the Board of Directors on November 30, 2007. During and after the close of the public comment period for the 2030 RTP and its Environmental Impact Report (EIR), a number of issues were raised by the State Attorney General’s office, community groups, and members of the public relating to climate change activities, smart growth practices, transit planning efforts, and regional and corridor studies.

This informational report provides a progress report on a number of planning activities currently underway that will be incorporated into the development of the next RTP update. Additionally, information regarding a number of efforts SANDAG agreed to undertake as part of a settlement agreement pertaining to the 2030 RTP EIR is included.

**Regional Energy Strategy and Regional Climate Action Plan**

SANDAG received comments on the RTP EIR on the importance of properly addressing greenhouse gas (GHG) emissions and potential measures to reduce such emissions. Although the California Environmental Quality Act (CEQA) did not provide guidance at that time on how the issue should be addressed, SANDAG quantified the estimated GHG emissions and provided mitigation measures in the plan to reduce that cumulative impact of global climate change.

As part of a partnership with the California Energy Commission, SANDAG is updating its Regional Energy Strategy (RES) and developing a Regional Climate Action Plan (RCAP). Work is underway and staff expects to have drafts of both plans available in May 2009. As part of the RCAP, a preliminary assessment of GHG emissions associated with transportation and land use planning was presented to the Regional Planning Committee for comment in July 2008. Preliminary analysis suggests that these measures would reduce emissions significantly but would not be sufficient to meet the test target identified by SANDAG. Refinements are being made to the SANDAG transportation model that may better reflect the implementation of smart growth concepts.

On October 15, 2008, the California Air Resources Board (CARB) released its Climate Change Proposed Scoping Plan. The Global Warming Solutions Act of 2006 (Assembly Bill 32) requires CARB to prepare a Scoping Plan to achieve reductions in GHG emissions in California. CARB has scheduled a public hearing for December 11, 2008. In addition, Governor Schwarzenegger signed Senate Bill (SB) 375 into law on September 30, 2008. SB 375 requires CARB to establish regional GHG reduction targets for Metropolitan Planning Organizations, such as SANDAG. Since the RCAP began as pilot program before SB 375 became law, staff will update preliminary analysis to reflect new state policy.

The University of San Diego – Energy Policy Initiative Center (EPIC) has completed a regional GHG inventory that will be used to help inform the SANDAG RCAP. The inventory includes emissions data from 1990 through 2006 for all sectors of the economy including transportation, electricity and natural gas. SANDAG has a contract with EPIC to assist the development of our regional climate action plan.
**Mid-City Transit**

Another issue brought up prior to the adoption of the 2030 RTP was the issue of transit service through the Mid-City community. Over the last year, SANDAG, Caltrans, Metropolitan Transit System (MTS), and City of San Diego staff have worked with the Interstate 15 (I-15) Mid-City Bus Rapid Transit (BRT) Stations Working Group, a community working group established by Councilmember Toni Atkins to develop and evaluate station concepts at El Cajon Boulevard and University Avenue for the planned I-15 BRT service. An earlier design was deemed infeasible due to operational issues. The result of this joint work effort has been the identification of four alternatives that are both geometrically viable from a construction standpoint and are supported by the I-15 Mid-City BRT Stations Working Group. The next step will be to carry these station alternatives into the next phase of project development (preliminary engineering and environmental analysis) that is expected to result in a recommended preferred station design by 2010. Work on this next phase began in November 2008 and is scheduled for completion in 2010. Staff provided an update on this project to the Transportation Committee at its November 7, 2008, meeting.

**2030 RTP EIR Settlement Agreement**

As previously described, in November 2007, the Board of Directors approved the 2030 RTP and certified its EIR. Prior to the deadline for filing suit, several groups contacted SANDAG, threatening to file suit under CEQA regarding the RTP EIR. As part of the settlement terms finalized in April 2008, SANDAG agreed to undertake a number of efforts in preparation for the next RTP to be adopted in 2011.

**Downtown Transit Plan**

One of the work efforts SANDAG agreed to was to participate in the Downtown Transit Plan being prepared by the Centre City Development Corporation (CCDC). SANDAG has actively participated in the study and has provided input into the scope of work and consultant selection, and attended consultant progress meetings throughout the preparation of the draft final report. The draft final report calls for a 50 percent peak hour downtown transit mode share by 2030 in order to meet the projected travel demand with the build out of the downtown community plan. The plan for achieving this mode share goal is an increase in existing Trolley, COASTER, and future BRT services currently outlined in the 2030 RTP Reasonably Expected Scenario.

**Transit Plan with Urban Core Emphasis**

SANDAG agreed to develop a regional long-range transit plan, including five-year and ten-year transit action plans with emphasis given to the urban core. SANDAG staff has developed an initial draft scope of work to assess the types of transit services needed to make transit time competitive with the automobile, evaluate parking management strategies that promote transit usage, develop transit mode share goals, and identify funding strategies for capital and operations for new services. This scope of work was used to develop a funding proposal for the Regional Blueprint Planning Program that, if successful, would be used to initiate the study in Fiscal Year (FY) 2009. Once funding is identified, a consultant selection process would be undertaken. The study will be completed in time to have its recommendations considered for analysis and inclusion in the next RTP to be adopted in 2011.
Study Regarding Impediments to Transit

Under the settlement agreement, SANDAG agreed to develop a study to evaluate the impediments to transit. In terms of ridership impediments, SANDAG is conducting a transit public opinion survey by telephone. San Diego County residents will be asked to participate in order to gather information from both riders and non-riders about their opinions and use of public transportation. The survey results will be used to measure residents' propensity for riding transit, ridership patterns, and factors contributing to residents riding or not riding transit, along with other transit related issues. Comparisons will be made to previous survey results where possible. In an effort to make the survey results more applicable to the transit system design and ridership forecasting work undertaken by SANDAG, the 2008 survey will use a different method from previous surveys. A statistical technique called regression will model “revealed behavior.” The goal is explore the difference in transit perceptions and personal attitudes that factor into why people ride or don’t ride transit (broken down into the different modes). Rather than analyzing what people “say” they will do (stated preference models), this model will analyze what they actually do. The analysis will show what factors, like convenience, time, and comfort, contribute to transit as a mode choice and show to what degree they have an impact. The survey is expected to be completed by the end of 2008.

On the financial side of the equation, staff has developed a preliminary list of funding sources that would fall within the parameters of the study specified by the agreement: “... all known and reasonably foreseeable recurring sources (i.e., not one-time sources) that provide or can provide funding to cover operational expenses for public transit throughout San Diego County.” That list includes 11 federal, state, and local sources for potential discussion. A preliminary outline has been prepared that includes planned discussion of the legislative authority and purpose for each source, the historical level of the funding received, how the funds are distributed, and third party requirements/obstacles to using those funds for transit operations. A draft report is scheduled to be presented to the Transportation Committee in February 2009.

The study also will address the volatility of certain cost components for transit operations, as well as the volatility and unreliability of certain revenues sources as financial impediment to maintaining long-term public transit service levels throughout San Diego County. The study will look at historical trends in fuel and other energy costs and liability costs as well as governmental mandates and track the receipts of sales tax-related revenue sources.

Double Track Coastal Rail Corridor

SANDAG agreed to provide a status report of double tracking projects that identifies those segments that are to be implemented within next five years. Several double track projects are in various stages of development/completion on the coastal rail corridor between downtown San Diego and Camp Pendleton. Caltrans and Amtrak are nearing completion of a double track segment in south Oceanside. Funding for replacement of the Santa Margarita Bridge Replacement and Double Track Project on Camp Pendleton and the first phase of double track south of the Sorrento Valley COASTER Station in the City of San Diego has been secured. Feasibility analysis on the San Dieguito River Bridge Replacement and Double Track project in the City of Del Mar will begin in FY 2009 with a draft report expected in May 2009.
Partial funds are programmed for other double track projects in future years of the State Transportation Improvement Program, such as the San Luis Rey River Bridge and Double Track project in the City of Oceanside and the San Elijo Lagoon in the City of Encinitas. There remain a number of additional double track projects that are currently unfunded. SANDAG, Caltrans, Burlington Northern Santa Fe, and North County Transit District are currently working on a study to determine the priority projects in anticipation of future funds. The study will conclude in FY 2009.

Smart Growth Incentive Program

Under the settlement agreement, SANDAG agreed to give priority in the TransNet Smart Growth Incentive Program (SGIP) to areas near transit with the greatest potential for replacing short trips with walking and bicycling trips. The criteria for the program place the highest priority on projects that are in smart growth areas with existing regional transit infrastructure, or where new infrastructure is funded for implementation. They also give priority to areas where local jurisdictions have adopted plans and zoning ordinances that support the highest intensity development for its smart growth place type, and where a walkable urban form and a mix of uses encourage travel by foot or by bicycle. The criteria were approved and the call for projects authorized by the Board of Directors in November 2008.

SANDAG also agreed to explore opportunities to increase funding for this program by leveraging the funds with federal, state, and other local funds. Federal Transportation Enhancement funds are under consideration for the SGIP, but these funds currently are not available until FY 2011, and their future depends on the outcome of the next federal transportation authorization. Because virtually all of the currently available federal funds are already programmed, further consideration of how federal funds could support the program will have to wait until there is a new federal funding reauthorization. There are no state funds for these purposes over which SANDAG has a decision-making role, but staff has worked with the Department of Housing and Community Development to ensure the criteria for Proposition 1C Transit Oriented Development (TOD) and infill funds are consistent with regional smart growth goals, and that local projects can be competitive in that program.

At the local level, the SGIP project selection criteria encourage projects that include matching funds. To help local jurisdictions identify local funds for this purpose, the TransNet Local Systems Improvements component of the program explicitly allows these local funds to be used to support smart growth improvements.

Safe Route to Schools Strategy

Under the settlement agreement, SANDAG agreed to explore how to expand Safe Routes to Schools programs throughout the region. SANDAG staff has conducted initial research and discussions on the Marin County Safe Routes to School (SRTS) model and how it could be applied to the San Diego region given the difference in size and diversity between the two locations. These programs are intended to improve safety and efforts that promote walking and bicycling within a collaborative community framework. SANDAG staff participated in the Caltrans SRTS evaluation process for District 11 and provided recommendations to Caltrans Headquarters on which projects best met the grant criteria. This year the statewide SRTS Cycle 2 program had $46 million of available funding. Caltrans District 11 received funding for eight projects totaling over $3.5 million.
Based on research and discussions with other bicycle and pedestrian planners, SANDAG staff has developed an initial outline for a SRTS strategy that could be implemented in the San Diego region and may apply for a Caltrans Community Based Planning grant in FY 2010 to provide resources for a comprehensive development of the strategy.

Technical Update of Smart Growth Concept Map

In July 2008, after the adoption of the 2030 RTP and in anticipation of a call for projects for the TransNet SGIP, the SANDAG Board accepted a technical update to the Smart Growth Concept Map. The Concept Map illustrates the locations of existing, planned, and potential smart growth areas as identified by each jurisdiction. Changes included status updates (from “Potential” to “Existing/Planned” and vice-versa); changes in smart growth opportunity area boundaries; refinements to transit service information; and general edits. The Board accepted the original map as part of the RCP implementation program in June 2006 for planning purposes for the 2030 RTP. SANDAG and the local jurisdictions worked collaboratively to prepare the initial map and the subsequent technical update. The map will be updated every two years in conjunction with the call for projects for the TransNet SGIP.

Other Regional and Corridor Studies

Recommendations from regional and corridor transportation studies are integral to the development of the RTP. A number of current and future studies were discussed in the 2030 RTP and will be important in the development of the next RTP to be adopted in 2011.

Interstate 5 (I-5) South

The study will evaluate multimodal improvements to accommodate current and future travel demand in the I-5 South corridor from Main Street to State Route (SR) 54 in the City of Chula Vista. It will focus on freeway and interchange improvements, including current interchange spacing and operation; light rail transit and freight rail services running parallel to I-5; and transit/pedestrian/bicycle circulation adjacent to I-5. This study will propose capital improvements, including preliminary engineering and environmental analysis with estimated costs and a conceptual phasing plan for financing and construction.

Caltrans, Chula Vista, and SANDAG will work collectively on the study to ensure coordination of the various transportation modes in the project study area. The proposed approach and funding allocation will allow for the development of a systems level planning analysis for the I-5 South corridor from SR 15 to the U.S./Mexico border, which will be followed by future work on specific regional transportation projects located on the I-5 corridor within the City of Chula Vista. The study is anticipated to begin in late 2008 and will be completed by fall 2010.

Interstate 8

SANDAG staff has developed a draft scope of work for the proposed I-8 Corridor Study. Staff has been meeting with Caltrans and City of San Diego staff to refine the scope of the study and discuss potential funding for this effort.
San Diego Regional Bicycle Plan

SANDAG received a Caltrans Community Based Transportation Planning grant for the development of the San Diego Regional Bicycle Plan. SANDAG developed a public participation plan and project Web site. The Plan’s preliminary goals and objectives, stakeholder survey, existing bicycle maps, and data were presented at public workshops in June 2008. Stakeholders completed almost 1,600 surveys.

Using the information generated from the workshops and surveys, a Draft Existing Conditions Report was prepared. The report presents a summary of existing bicycling conditions, facilities, programs, and policies in the San Diego region, as well as a preliminary assessment of the region in terms of relative priority for bicycle improvements. The next phase of the Plan will consist of developing bicycle design guidelines and standards for regional facilities, further refinement of the regional network, recommendation of future capital improvements projects, preparation of cost estimates and feasibility analysis for the top 30 projects based on the developed priority model, and development of short-term and long-term funding and financing strategies. The draft Plan is anticipated to be completed in January 2009 and the final Plan in March 2009.
FISCAL YEAR 2007/2008 RSTP AND CMAQ REPORT

Introduction

This report presents a year-end summary of the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation and Air Quality (CMAQ) programs, including the use of financing tools and how these impact the year-end balances. In addition to that summary, this report includes a brief synopsis of actions to be taken this year to advance future federal funds on high-priority regional projects.

Discussion

RSTP and CMAQ funds are apportioned to the region by formula. Apportioned funds are available for programming in the Regional Transportation Improvement Program (RTIP), and obligations can be made on eligible projects. Per state law (AB 1012), regions have three years to obligate apportioned funds or risk losing them. Staff monitors the level of obligations for these apportioned funds and from time to time takes certain actions to ensure that no funds are lost from the region.

RSTP and CMAQ Year-End Summaries

Table 1, below, shows that the combined balance between CMAQ and RSTP funds at the beginning of Federal Fiscal Year (FFY) 2007/2008 was approximately negative $2.9 million (see row 1). This negative balance was the result of the region’s aggressive early delivery of projects during FFY 2006/2007, which required the advancement of future federal CMAQ and RSTP funds. The region received approximately $68.8 million in apportionments during FFY 2007/2008 (see row 2), however, adjustments to current and prior year apportionments and rescissions by the federal government reduced the total available by approximately $8.7 million (See row 3), bringing the total available for obligation to approximately $57.3 million (See row 4). The amount of obligations approved in FY 2007/2008 totaled $63.6 million (see row 8). This amount includes approximately $54.9 million in funds programmed and obligated in FY 2007/2008. In addition, it also included approximately $179,000 as a post-programming authorization for the region’s Freeway Service Patrol project. Post-programming authorizations allow for previously obligated but unspent funds to be used on a different project as long as the fund type and the phase are the same as previously authorized by the Federal Highway Administration. Lastly, approximately $8.6 million (approximately $7.6 million for the I-15 North Coast Express Lanes and $1 million for SPRINTER operations) in obligations were approved through the Expedited Project Selection Process (EPSP). EPSP allows obligation of funds programmed in a year different than the current year as long as they are programmed within the first four years of the RTIP.
The obligations were offset by approximately $8.8 million in de-obligations (see row 11). Approximately $450,000 resulted from the closing out of projects (see row 9). The bulk (approximately $8.4 million, see row 10) correspond to a temporary de-obligation of funds in the design phase of the I-15 North Express Lanes that will be re-obligated on the construction phase when the Advance Construction (AC) under which the projects were awarded is converted in FY 2008/2009. Authorizing projects to proceed under AC means that FHWA grants authorization to proceed with work using non-federal funds in anticipation of future federal funds. When the AC is converted, the anticipated federal funds are added to the project budget, replacing the non-federal funds initially programmed for the project. The eligibility date for federal reimbursement remains the date when the AC was authorized.

### Table 1. RSTP and CMAQ Summary

<table>
<thead>
<tr>
<th>RSTP ($000’s)</th>
<th>CMAQ ($000’s)</th>
<th>Total ($000’s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Starting Balance</td>
<td>$4,259</td>
<td>($7,152)</td>
<td>($2,893)</td>
</tr>
<tr>
<td>2. FFY 2007/2008 Apportionments</td>
<td>37,000</td>
<td>31,802</td>
<td>68,802</td>
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</tbody>
</table>

#### Obligations

<p>| Post-Programming Authorizations | (179) | (179) | Freeway Service Patrol – advanced future programmed funds through a post-programming authorization |
| Obligations through EPSP | (7,589) | (1,000) | (8,589) | $7.589 million for I-5 North Coast $1 million for SPRINTER operations |
| Total obligations | (41,440) | (22,197) | (63,637) |</p>
<table>
<thead>
<tr>
<th>De-obligations</th>
<th>RSTP ($000’s)</th>
<th>CMAQ ($000’s)</th>
<th>Total</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>9. De-obligations and savings from closed-out projects</td>
<td>314</td>
<td>134</td>
<td>448</td>
<td>Savings from SR 76 West, and three Traffic Light Synchronization Program projects</td>
</tr>
<tr>
<td>10. De-obligations within the same corridor for FY 2008/09 re-obligation</td>
<td></td>
<td>8,376</td>
<td>8,376</td>
<td>$8.376 million in de-obligations from I-15 Express Lanes (North) design will be re-obligated on the same corridor in FY 2008/09 for construction.</td>
</tr>
<tr>
<td>11. Total de-obligations</td>
<td>314</td>
<td>8,510</td>
<td>8,824</td>
<td></td>
</tr>
<tr>
<td>12. Ending Balance (sum of rows 4, 8, and 11)</td>
<td>8,232</td>
<td>(5,792)</td>
<td>2,441</td>
<td></td>
</tr>
</tbody>
</table>

In summary, the combined balance at the end of FFY 2006/2007 for both programs is approximately $2.4 million, with CMAQ showing a negative balance of approximately -$5.8 million and RSTP a positive balance of $8.2 million (See row 12).

SANDAG, in cooperation with Caltrans and other project sponsors, worked to maximize our federal obligation authority. The region’s aggressive obligation effort during FFY 2007/2008 was the second highest in the state. For this reason, as the state was seeking to obtain unused obligation authority from other states during what is known as the August re-distribution, SANDAG received approximately $5.6 million in additional obligation authority, or about 16 percent of the additional obligation authority that was distributed to all regions across California. As discussed previously, additional obligational authority does not increase the amount of apportionment coming to the region, but rather it provides the region greater flexibility to advance future apportionments as well as to fully obligate federal funds.

**Upcoming Opportunities in FFY 2008/09**

Once again, the region will be seeking to obligate in excess of its apportionment level by advancing future-year funds. As discussed in previous presentations, NCTD will seek to advance $1.5 million of its FY 2009/10 CMAQ funds for operations of the SPRINTER project. There are over $120 million in RSTP and CMAQ funds programmed under Advance Construction for the SR 52 and I-15 Express Lanes (North) projects. Staff will seek to convert to actual obligations a substantial portion of this amount to maximize the region’s use of these federal funds and reduce the need to expend local sales tax funds. Staff will work with Caltrans Local Assistance to manage the obligation level of this large request in order to exceed our apportionment level and put the agency in a position to receive additional obligation authority through the August re-distribution process discussed previously.

RENEÉ WASMUND
Director of Finance

Key Staff Contact: José A. Nuncio, (619) 699-1908, jnu@sandag.org
## TRANSPORTATION COMMITTEE

Friday, December 12, 2008

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
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### 1. APPROVAL OF NOVEMBER 7, 2008, MEETING MINUTES

### 2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

## CONSENT ITEMS (3 through 6)

### +3. STATE TRANSIT ASSISTANCE CLAIM AMENDMENT (Sookyung Kim)

Each June, the SANDAG Board approves the North County Transit District (NCTD) State Transit Assistance Claim (STA) claim as part of the Transportation Development Act claim process. The County Auditor’s office has identified additional STA funds received in prior fiscal years. NCTD seeks to amend its STA claims in order to receive these funds. The Transportation Committee is asked to approve Resolution No. 2009-10, approving the STA claim amendment for NCTD.

### +4. EXTENSION REQUEST FOR FY 2008 TDA AUDITS (Lisa Kondrat-Dauphin)

The Cities of Chula Vista and San Diego have requested an extension for their FY 2008 Transportation Development Act (TDA) audits. The Transportation Committee is asked to approve TDA audit extension requests for the Cities of Chula Vista and San Diego until March 27, 2009, as permitted by the Public Utilities Code and the California Code of Regulations. This action would allow sufficient time for the completion of the TDA audits and submittal of the issued financial reports to the State Controller’s office.

### +5. FEDERAL TRANSIT ADMINISTRATION SECTION 5311 PROGRAM OF PROJECTS (Susan Brown)

The Federal Transit Administration (FTA) provides funding for rural transit service by formula to states. The State of California then apportions funds to the regions based on the total rural population in each county. North County Transit District and Metropolitan Transit System are eligible to receive these funds for operating and capital costs of rural services. The proposed Program of Projects would apportion the region’s Section 5311 to the two transit agencies based on the relative service area share of rural population. The Transportation Committee is asked to recommend that the Board of Directors approve the programming of a total of $626,205 in FTA Section 5311 funds.
The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak’s Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak’s fastest growing. The report summarizes the actions from the LOSSAN Board meeting on November 12, 2008.

**CHAIR’S REPORT (7)**

7. **STATE ROUTE 905/11 STATUS UPDATE (Vice-Chair Jack Dale, Councilmember, Santee; Pedro Orso-Delgado, Caltrans)**

Vice-Chair Dale and Pedro Orso-Delgado will provide the monthly update of what was discussed by the State Route 905 strike team.

**REPORTS (8 through 15)**

8. **POTENTIAL AMENDMENTS TO REGIONAL COMPREHENSIVE FARE ORDINANCE DUE TO COMPASS CARD DEPLOYMENT DELAY (James Dreisbach-Towle)**

SANDAG, Metropolitan Transit System, and North County Transit District are recommending that the public launch of Compass Card be delayed until March 1, 2009. Implementation delays due to platform validator construction and punch list items have extended the schedule needed to perform full system testing. A delay is recommended to allow time to conduct testing and to adequately educate and market to the public. This schedule change would preclude the launch of Rolling Passes on the Compass Card currently planned for January 1, 2009. One of the proposed options is to amend the Fare Ordinance to delay implementation of the Rolling Passes until the Compass Cards can be fully deployed. The Transportation Committee is asked to hold the first reading of proposed amendments to the Regional Comprehensive Fare Ordinance to delay introduction of the Compass Card and the Rolling Passes until March 1, 2009.
Funding for the Sorrento Valley Coaster Connection (SVCC) services operated by the Metropolitan Transit System (MTS) was significantly reduced on July 1, 2008, with the loss of funding from the Air Pollution Control District and Caltrans. A $1.00 one-way fare and $40.00 monthly pass were instituted on these services to help generate additional fare revenue in order to bridge the funding gap. The result has been a significant decrease in ridership and higher subsidy costs per passenger. MTS also has attempted, without success, to secure public-private partnerships with Sorrento Valley businesses that could have generated increased financial support for the SVCC services. Given the ongoing budget crisis, MTS has tentatively planned that a public hearing be held to consider the potential elimination of the SVCC services. Since the SVCC services are routes of regional significance, the Transportation Committee is required by Board Policy No. 018 to determine whether the elimination of this route is consistent with regional policies, goals, and objectives prior to MTS holding its public hearing. SANDAG, MTS, and NCTD staffs will be meeting over the coming weeks to explore options for modifying the SVCC services and/or making shifts in other MTS and NCTD services in order to continue some level of SVCC service. Staff will present an update to the Transportation Committee on these issues.

The San Diego Regional Bicycle Plan (Regional Bicycle Plan) is being developed to support implantation of both the Regional Comprehensive Plan and the Regional Transportation Plan. This report presents the preferred regional bicycle network and provides a general introduction to potential funding scenarios under development. The Transportation Committee is asked to accept the draft revised regional bicycle network for planning purposes in the Regional Bicycle Plan. The draft revised network will provide a framework on which to base recommended bicycle facility types, proposed funding scenarios, and implementation actions.

The Del Mar Bluffs Stabilization Project II and the Santa Margarita River Bridge and Second Track project are both included in the SANDAG Capital Improvement Program. The Transportation Committee is asked to approve a fund transfer of $430,000 from the Del Mar Bluffs Stabilization Project II to the Santa Margarita River Bridge and Second Track Project and approve the revised capital budgets for these Projects.
SPRINTER PROJECT STATUS REPORT AND SPRINTER ASSISTANCE BUDGET AMENDMENT (Jim Linthicum)

This item provides a monthly status report on the SPRINTER rail project, including discussion of implementation and effectiveness of project cost control measures. SANDAG staff will summarize recent progress on the project. The Transportation Committee is asked to approve an increase to amend the SPRINTER Assistance Project budget (CIP 1115200) by $325,000 in order to pay for the new SANDAG (loan back former North County Transit District) construction management staff during project close-out.

STATE-LOCAL PARTNERSHIP PROGRAM (José A. Nuncio)

The Proposition 1B infrastructure bonds approved by the voters include $1 billion for the State-Local Partnership Program (SLPP). An initial appropriation of $200 million and follow up legislation were approved by Governor Schwarzenegger earlier this year. This report presents the two elements of the program and discusses options to program the approximately $16.6 million for the San Diego region.

2030 REGIONAL TRANSPORTATION PLAN: ONE-YEAR REVIEW (Heather Werdick)

The Board of Directors directed staff to conduct a one-year analysis on 2030 Regional Transportation Plan (RTP) follow-up items such as climate change, corridor studies, and smart growth practices. This report provides an update on the progress to date on these issues since the November 30, 2007, adoption of the 2030 RTP.

FISCAL YEAR 2007/2008 RSTP AND CMAQ REPORT (José A. Nuncio)

This report presents year-end summary information for the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) federal funding programs. The report also discusses the use of programming tools to facilitate the delivery of regional projects in Federal Fiscal Year 2007/2008.

UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, January 16, 2009, at 9 a.m.

ADJOURNMENT

+ next to an agenda item indicates an attachment
Good morning Vice-Chair Dale, board members, staff, and other fellow citizens. Chuck Lungerhausen of 5308 Monroe Ave. #124 which is in the SDSU neighborhood of San Diego, 92115. Phone 619-546-5610.

It is time to update all Trolley stations in the system to utilize the low floor Trolley that is only used on the Green Line at this moment.

Providing more access will only increase the number people riding the system. An additional benefit is not using the lift which will improve the speed of operations.

The use of low floor buses has done wonders for the operations of the bus system.

Thank you for listening and the opportunity to speak before you.
State Route 11 and Otay Mesa East Port of Entry
From SR 125/905 interchange to the U.S./Mexico Border

Project Status and Schedule

- Project is currently in the environmental stage and will be completed in two phases or “Tiers”.
- Transportation Border Congestion Relief Program (TBCRP), SR-11/OME selected by USDOT/FHWA - September 18, 2008.
- Phase1/Tier I: Programming phase - FHWA Record of Decision, October 3, 2008.
- Presidential Permit approved, December 2008.
- Tier II: Project specific phase is underway - Draft 2009/Final 2010.
- Begin Construction – 2012.

Cost and Funding

- Cost estimate for the four-lane freeway ranges from $300 to $360 million.
- Cost estimate for the POE facility ranges from $300 to $350 million.
- Currently $13 million is programmed for the Environmental Document phase.
- CTC approved $75 million Trade Corridor Improvement Fund (TCIF).
- SB 1486 (Ducheny) Toll/Funding implementation - January 2009.
PHASE 1A

Project Summary
- Project limits: Britannia Blvd to Siempre Viva Road.
- Estimated cost to construct: $76.5 million.
- End construction: November 2010.

Recent Activities
- Construction ongoing.
- Approximately $17.4 M paid-out for work completed to date.
- Time Elapsed 22% / Work Complete 28%

Risks
- R/W settlement costs may exceed estimated cost/allocated amount.

Right of Way Acquisition/Condemnation Status (Phase 1A and Phase 1B)
- 73 parcels required, 67 acquired, 2 lawsuits pending on remaining 6 parcels.
- Trial dates: 1 in January 2009 and 1 in February 2009.
- Total R/W allocation: $219.6 million.
- Negotiations are on going for a settlement for the Handler parcel.
**State Route 905 Phase 1B**

**From I-805 to Britannia Blvd**

**December 2008**

### PHASE 1B

#### Project Summary
- Project limits: East of Interstate 805 to Britannia Blvd.
- Estimated Cost: $104.7 million (including support and escalation).

#### Funding Sources
- $91.6 million from the Trade Corridors Improvement Fund (TCIF).
- $8.4 million from TransNet Funds for border projects.
- $4.7 million from SAFE TEA-LU earmark.

#### Recent Activities
- Project advertised November 17, 2008.

#### Schedule
- Project Ready to List for advertising October 2008.
- Bid Opening January 2009.
- Award February 2009.
- End Construction May 2012.
SAN DIEGO ASSOCIATION OF GOVERNMENTS
COMPREHENSIVE FARE ORDINANCE
An Ordinance Establishing a Regional
Fare Pricing Schedule

The San Diego Association of Governments (SANDAG) ordains as follows:

SECTION 3: REGIONAL PASSES AND TICKETS

3.1 Regional Bus and Trolley Monthly Passes

The price of a Regional Monthly Pass shall be based on service type. Local Urban Bus, Express Bus, and San Diego Trolley passes shall be $64.00 ($68 effective January 1, 2009). Premium Express passes shall be $90.00. A Regional Monthly pass shall entitle the person to whom the pass is issued to unlimited rides, during the month for which the pass is designated, on any equal or lower priced, regularly scheduled services provided by MTS and NCTD. See Section 5.8 for use on Designated Rural services. See Section 5.14 for use on the COASTER. See Section 5.7 for use on DART.

3.2 Regional Senior/Disabled/Medicare Bus and Trolley Monthly Passes

The price of a regional Senior/Disabled/Medicare monthly pass is $16.00 ($17.00 effective January 1, 2009) and shall entitle the Senior, Disabled, or Medicare passenger to unlimited trips, during the month for which the pass is designated, on any regularly scheduled services provided by those operators identified in this Ordinance except the COASTER and Designated Rural services. See Section 5.14 for use on the COASTER. See Section 5.7 for use on DART. An additional upgrade is required to ride DART and the COASTER.

The price of a Premium Express monthly pass for Senior/Disabled/Medicare shall be $22.50 effective January 1, 2009.

3.3 Regional Youth Bus and Trolley Monthly Passes

The price of a youth monthly pass is $32.00 ($34.00 effective January 1, 2009) and shall entitle the youth passenger to unlimited trips, during the month for which the pass is designated, on any regularly scheduled services provided by those operators identified in this Ordinance except the COASTER or Designated Rural services. See Section 5.14 for use on the COASTER. See Section 5.7 for use on DART.

The price of a Premium Express monthly pass for Youth shall be $45.00 effective January 1, 2009.
3.4 **Regional COASTER Monthly Pass**

Effective July 1, 2008
Regular: 1-Zone: $129.00, 2-Zone: $140.00, 3-Zone: $156.00, 4-Zone: $168.00
Youth: All zones: $84.00
Senior/Disabled/Medicare: All zones: $42.00

NCTD shall publish in its Rider’s Guide a listing of which COASTER stations are located in each Zone.

Effective January 1, 2009:
Regular: 1-Zone: $144.00, 2-Zone: $154.00, 3-Zone: $170.00, 4-Zone: $182.00
Youth: All zones: $91.00
Senior/Disabled/Medicare: All zones: $45.50

3.5 **Half Price Bus and Trolley 14-Day Rolling Passes**

Half price Regional Passes may be purchased from The Transit Store from the 15th to the 24th of each month for $41. These passes are valid from the 15th of the month to the end of the month. The sale of Half Price monthly passes will be discontinued effective July 1, 2009.

Beginning Effective January-March 1, 2009, the Half Price Pass shall be replaced with a 14-Day Regional Rolling Pass priced at $41.00, shall be available. A 14-Day Rolling Pass shall be valid for unlimited rides for 14 consecutive days on Trolley, SPRINTER, Breeze, MTS Local and MTS Express bus services beginning on the day the pass is validated. Passes sold or reloaded at TVMs, the Transit Store, NCTD Customer Service Outlets, or other outlets designated by SANDAG shall be validated upon purchase. This Section 3.5 shall go into effect on January 1, 2009.

3.6 **Calendar Month and 30-Day Rolling Passes**

Beginning Effective January-March 1, 2009, each Regional Pass listed in Section 3 shall be available as a monthly pass either on a calendar month or as replaced with a rolling 30-Day Rolling Pass. A 30-Day Rolling Pass shall be valid for unlimited rides for 30 consecutive days on the services for which it was intended, as further delineated in this Ordinance, beginning on the first day the pass is validated. A monthly pass shall be valid for the entire calendar month for which it is purchased. Passes sold or reloaded at TVMs, the Transit Store, NCTD Customer Service Outlets or other outlets designated by SANDAG shall be validated upon purchase. When more than one Rolling Pass is loaded onto a Compass Card, each subsequent pass shall automatically become valid upon expiration of the any previous pass. This Section 3.6 shall go into effect on January 1, 2009.
Sorrento Valley Coaster Connection Services Update

December 12, 2008

Coaster Connection Routes

- Nine weekday routes
- Operated by MTS since 1997
Results of SVCC Fares

- SVCC Fares Implemented in Sept 2008
  - $1.00 each way; $40.00 monthly pass
  - Aim was 25% farebox recovery rate

- Ridership Loss
  - Was about 980 riders per day prior to fare implementation
  - Has declined 30 percent to <650 daily riders in October; could be less in November

- Revenue Loss
  - Farebox recovery rate only 17%

Coaster Connection Funding Issue

FY 09 Total Operating Costs $1,045,000

- SVCC Fares $180,000
- Coaster Revenue Sharing $110,000
- MTS TDA $300,000
- Shortfall $455,000

- MTS attempts at public-private partnerships not successful
- Funding for SVCC will be exhausted by January
- MTS will be holding public hearing to consider SVCC service cutbacks
SANDAG Review

• Policy No. 18 requires SANDAG to determine whether elimination of SVCC consistent with regional policies, goals, and objectives
  - SVCC desirable from regional perspective to support COASTER service
  - Sorrento Valley station = 1/3 of total boardings
  - Employer shuttles serve some COASTER riders today; additional shuttles likely if SVCC service cutback
  - MTS budget problems make it difficult to justify additional subsidies for SVCC

Next Steps

• SANDAG, MTS, and NCTD staffs to discuss options for SVCC service

• Report in January to Transportation Committee with decision

• MTS set to hold public hearing on possible SVCC service cuts at January 15 Board meeting
San Diego Regional Bicycle Plan

Proposed Network

Introduction

- Purpose of the plan
- Preferred network
- Developing potential funding scenarios
- Next steps
Purpose of the Plan

- Develop a unified bicycle system throughout the San Diego region that serves a wide variety of bicycle trips with connections to pedestrian paths, trails, and transit

Purpose of the Plan

- Supports implementation of
  - Regional Comprehensive Plan
  - Regional Transportation Plan
- Reduce vehicle miles traveled (VMT)
- Improved air quality
- Improved public health
- Reduce greenhouse gas emissions
Preferred Network

- Eight new corridors (Red)
- 11 realigned corridors (Blue)
- 510.9 miles
- 39 corridors

Developing Potential Funding Scenarios

- Revenue Constrained
  - TransNet and TDA funds
  - Modest opportunities from TransNet Routine Accommodations Policy
  - Minimal local matching funds
- Reasonably Expected Revenue
  - State and federal funding
  - Additional opportunities from TransNet Routine Accommodations Policy
  - Bigger commitment of local matching funds
- Unconstrained Revenue
  - Additional revenue options
Next Steps

• Draft Plan early 2009
• Final Plan spring 2009

Recommendation

The Transportation Committee is asked to accept the draft revised regional bicycle network for planning purposes in the San Diego Regional Bicycle Plan. The draft revised network will provide a framework on which to base recommended bicycle facility types, proposed funding scenarios, and implementation actions.
San Diego Regional Bicycle Plan

Proposed Network
Sta. Margarita River Bridge Replacement & Double-Track
Santa Margarita River Bridge

Project Transfer Summary & Status

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<th>PROJECT NAME</th>
<th>BUDGET</th>
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<td>Santa Margarita River Bridge and Double Track Project</td>
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<tr>
<td>Del Mar Bluffs II Stabilization Project</td>
<td>$5,728,923</td>
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Recommendation

The Transportation Committee is asked to approve a fund transfer of $430,000 from the Del Mar Bluffs Stabilization Project II to the Santa Margarita River Bridge and Second Track Project and approve the revised capital budgets for these Projects.

Transportation Committee
December 12, 2008

CAPITAL IMPROVEMENT PROGRAM BUDGET TRANSFER
AGENDA ITEM NO.: 12

Action Requested: APPROVE

SPRINTER PROJECT STATUS REPORT
AND SPRINTER ASSISTANCE BUDGET AMENDMENT

Introduction

The North County Transit District (NCTD) SPRINTER Rail Project converts an existing 22-mile freight rail corridor into a Diesel Multiple Unit (DMU) transit system connecting Oceanside, Vista, unincorporated County areas, San Marcos, and Escondido. The SPRINTER is a TransNet-funded project to increase east-west mobility in the State Route (SR) 78 corridor. In response to requests from NCTD and the Federal Transit Administration (FTA), SANDAG staff is currently providing support and oversight services for the project and has been asked by the SANDAG Board of Directors to report on its progress monthly to the Transportation Committee.

Discussion

Budget Amendment

SANDAG has a CIP project called SPRINTER Assistance that was established to pay for staff and consultant help requested by NCTD. SANDAG is reimbursed by NCTD for all SPRINTER Assistance costs via purchase order.

On September 1, 2008, four NCTD construction management staff working on the SPRINTER transferred to SANDAG in accordance with SB 1703 and Addendum 11 to our Master MOU with NCTD. However, they are still needed on the SPRINTER and, therefore, have been loaned back to NCTD to close out the project and are charging their time to the SPRINTER Assistance budget. NCTD estimates their services will be required through April 2009 at a cost of $325,000. The existing purchase order was amended by $325,000 by the NCTD Monitoring Committee at its meeting on December 4, 2008. Similarly, the Transportation Committee is asked to amend the SPRINTER Assistance Project budget by the same amount. This action does not result in any additional cost to NCTD, SANDAG, or the SPRINTER Project; the portion of the NCTD SPRINTER budget assigned to construction management staff will be reduced and the portion of the budget assigned to SANDAG assistance will increase an equal amount.

The staff will charge their time to the SPRINTER Assistance Project (CIP 1115200) and SANDAG will be fully reimbursed by NCTD via an existing purchase order.

The NCTD Monitoring Committee approved a $325,000 increase to existing purchase order on December 4, 2008, in order to pay for this additional effort. Similarly, the Transportation Committee is asked to approve an increase in the SPRINTER Assistance Project budget by $325,000.

Recommendation

The Transportation Committee is asked to approve an increase to amend the SPRINTER Assistance Project budget (CIP 1115200) by $325,000 in order to pay for the new SANDAG (loan back former North County Transit District) construction management staff during project close out.
Current Progress

Only punch list work remains for the Mainline contractor. All work should be completed by the end of January 2009. Concurrently, other contractors are working on maintaining the landscaping and providing additional stormwater protection measures.

The Inland Rail Trail (IRT) is complete except for punch list work. Operations and maintenance agreements are being negotiated with the Cities of Escondido and San Marcos. As soon as these agreements are executed, the IRT project will no longer be responsible for ongoing maintenance costs.

Average daily weekday ridership in early November was 7,733 compared to 8,308 in early October and an all time high of 8,658 in early September. In November, Saturday ridership averaged 3,632 and Sunday averaged 2,787.

Claims and Disputes

No formal claims have been filed on the Mainline contract; however, there are outstanding disputes concerning the delays to the work, change order work, and signal and communication work. NCTD is actively negotiating with the contractor and resolution of all contract issues is expected by the end of the year.

NCTD has a tentative agreement with the contractor to close out the San Marcos Loop contract. The Vehicle Maintenance facility contract was completed with no claims. The DMU vehicle contract is still open for retention purposes but there are no outstanding disputes.

Estimate at Completion

There was no new estimate at completion (EAC) for November so it remains $479.3 million. This includes a $6.5 million contingency and assumes NCTD will pay the maximum potential value of the May 2007 settlement agreement with the Mainline contractor. It also includes a forecasted cost for all outstanding invoices and change orders yet to be negotiated. The project budget set by the NCTD Board and included in the Amended Recovery Plan for the FTA is $484.1 million, giving NCTD an additional $4.8 million of capacity between budget and EAC.

Risks to budget lie only with the Mainline contract. Final cost is now dependent on how the issues described above are resolved and whether new claims are submitted prior to close out of the contract. In addition to the claims, the cost to analyze, negotiate, and defend any claim also must be considered as a risk to budget.

JACK BODA
Director of Mobility Management and Project Implementation

Key Staff Contact: Jim Linthicum, (619) 699-1970, jlin@sandag.org
Current Progress

• Mainline contractor: punch list work
• Other contractors performing landscape maintenance and stormwater work
• Inland Rail Trail: maintenance agreements pending
• Financial close-out of contracts
  – With claims resolved: spring 2009
  – With claims unresolved: TBD
Weekday Ridership Trends

SPRINTER Ridership, April – November 2008

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<th>Month</th>
<th>Avg. April</th>
<th>Avg. May</th>
<th>Early July</th>
<th>Late July</th>
<th>Early Aug</th>
<th>Late Aug</th>
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Claims & Disputes

- Signal and communication changes
- Re-work of the rail-bridge connections
- Delay
- On-going negotiations
Estimate at Completion (EAC)

- EAC: $479.3M
- Includes full $15.5M maximum value of settlement agreement
- Includes $472.8M base cost and $6.5M contingency
- Project budget: $484.1M
- Total funds available:
  $484.1M - $472.8M = $11.3M

Estimate at Completion (EAC)

- Risk to budget
  - Current claims
  - Potential of another delay claim from Mainline contractor
  - Cost to analyze, negotiate, and defend claims
Budget Amendment

- SANDAG support of SPRINTNER via “SPRINTER Assistance” CIP (1115200)
- Transfer of SPRINTNER CM staff to SANDAG on September 1st then loaned back to NCTD
- Amend SPRINTNER Assistance budget by $325,000; costs fully reimbursable
- No additional cost to the SANDAG, NCTD, or the SPRINTNER
- Pays for work through April 2009
- Approved by NCTD December 4th

Recommendation

- Amend the SPRINTNER Assistance Project budget by $325,000 in order to loan back former NCTD construction management staff to continue their work closing out the Sprinter Rail Project
## SPRINT Completion Schedule

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<tr>
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<tbody>
<tr>
<td>MS 5.5: $825K, no LD's</td>
<td>8/2/07</td>
<td>Track complete, Dispatch from CCF, three stations functional</td>
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<tr>
<td>MS 6: $940K, no LD's</td>
<td>9/3/07</td>
<td>Six stations fully complete and operational</td>
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<td>MS 7: $660K, $20K/Day LD's</td>
<td>10/1/07</td>
<td>Substantial Completion</td>
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<td>MS 8: $495K, $20K/Day LD's</td>
<td>10/14/07</td>
<td>Safety Certification Submittals</td>
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<td>MS 9: $330K, $3K/Day LD's</td>
<td>12/1/07</td>
<td>Complete Landscaping at Eleven Stations</td>
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<tr>
<td>Final Completion: $20K/day LD's</td>
<td>3/7/08</td>
<td>Complete all Landscaping and Maintenance Period</td>
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**Revenue Operations:** December 2007

**Pre-Revenue:** 11/30/07
State – Local Partnership Program (SLPP)

95% Formula Program – Matches sales taxes collected for transportation
$83.6 M for San Diego over 5 year program

94% Board policy dedicated for TransNet EAP projects
$15.7 M in FY08/09

6% Board practice to program on ready-to-go projects
$1.0 M in FY08/09

5% Competitive Grant Program – Matches Uniform Developer Fees for transportation

$9.8 M Statewide
$1.0 M max per project

State – Local Partnership Program (SLPP)

95% Formula Program – Matches sales taxes collected for transportation
$83.6 M for San Diego over 5 year program

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