MEETING NOTICE AND AGENDA

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

Thursday February 3, 2011
9:30 to 11:00 a.m.

SANDAG, Conference Room 7
401 B Street, Suite 800
San Diego, CA 92101-4231

Chair: Maryam Babaki, City of National City
Vice Chair: Zoubir Ouadah, City of Poway

Staff Contact: Dan Martin
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AGENDA HIGHLIGHTS

• REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM

• UPDATE ON THE LOS ANGELES TO SAN DIEGO VIA INLAND EMPIRE HIGH-SPEED TRAIN CORRIDOR

• CTAC UTILITY UNDERGROUNDING AD HOC SUBCOMMITTEE

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ITEM #

1. WELCOME AND INTRODUCTIONS

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the CTAC on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the CTAC coordinator prior to speaking. Public speakers should notify the CTAC coordinator if they have a handout for distribution to CTAC members. Public speakers are limited to three minutes or less per person. CTAC members also may provide information and announcements under this agenda item.

+3. MEETING SUMMARY OF JANUARY 6, 2011

CTAC will review and approve the January 6, 2011, meeting summary.

REPORTS

4. REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (Marney Cox and Ariana zur Nieden, SANDAG)

In accordance with the TransNet Extension Ordinance, each local agency must submit its Regional Transportation Congestion Improvement Program (RTCIP) funding program to the Independent Taxpayer Oversight Committee (ITOC) by April 1 of each year in order to remain eligible for TransNet local street and roads funding. In addition, the Extension Ordinance requires SANDAG to adjust the RTCIP fee amount on July 1 of each year based upon the construction cost index. Staff will provide an update concerning these RTCIP requirements. Staff also will report on Proposition 26, which was approved by voters in November 2010, and would re-categorize many state and local fees as taxes with the exception of development impact fees, such as the RTCIP.
5. **CALIFORNIA HIGH-SPEED TRAIN SYSTEM: LOS ANGELES TO SAN DIEGO VIA INLAND EMPIRE SECTION QUARTERLY UPDATE** (Linda Culp, SANDAG; Mike Zdon, HNTB)

   The California High-Speed Rail Authority is the state agency charged with designing, implementing, and operating a high-speed train system capable of speeds in excess of 200 miles per hour. The state's 800-mile system connects the major metropolitan areas, including San Diego. Our section is currently in the preliminary engineering/project-level environmental process and the Authority plans to release a Preliminary Alternatives Analysis document on March 3, 2011. There are several alignments, design options, and station locations included in this document and staff will provide an overview at the meeting.

6. **CTAC UTILITY UNDERGROUNDING AD HOC SUBCOMMITTEE** (Frank Rivera, Chula Vista)

   A report on the CTAC Utility Undergrounding Ad Hoc Subcommittee will be provided.

7. **CALIFORNIA DEPARTMENT OF TRANSPORTATION UPDATES**

   Caltrans will provide an update on various local programs, funding program deadlines, and announcements regarding upcoming conferences.

8. **ADJOURNMENT AND NEXT MEETING**

   The next CTAC meeting will be held on Thursday, March 3, 2011, from 9:30 to 11:00 a.m. in the 7th floor conference room of the SANDAG offices located at 401 B Street, Suite 800, San Diego, CA.

+ next to an agenda item indicates an attachment
MEETING SUMMARY OF JANUARY 6, 2011

Agenda Item 1: Welcome and Introductions

Chair Maryam Babaki (National City) called the CTAC to order. Self-introductions were conducted.

Agenda Item 2: Public Comments

Members of the public had the opportunity to address the CTAC on any issue within the jurisdiction of the group that was not on the agenda. There were no public comments.

Agenda Item 3: Meeting Summary (Approve)

The CTAC members were asked to review and approve the CTAC December 2, 2010, summary meeting.

Action: The meeting minutes were approved unanimously.

Agenda Item 4: 2050 Regional Transportation Plan Status Update (Information)

Rachel Kennedy (SANDAG) presented an update on the Preferred Revenue Constrained Transportation Network Scenario for the 2050 Regional Transportation Plan. At the December 17, 2010, meeting the SANDAG Board of Directors approved the recommendation of the Transportation Committee to accept the Hybrid Scenario as the preferred scenario for use in developing the Draft 2050 RTP to be circulated in spring 2011. Staff is finalizing the project cost estimates, developing draft project phasing, initiating additional modeling for the draft document as well as for the air quality performance analysis, and is starting to work with its consultants on the draft environmental document. When draft project phasing has been developed, staff will be presenting the draft phasing to the Transportation Committee. A link to the Transportation Committee report that contains the list of all the projects that have been recommended and the phasing that goes along with them will be sent to CTAC members when available.

Rachel also announced that the draft RTP is scheduled to be delivered in spring for public review. A public workshop will be scheduled in conjunction with the release of the draft. Rachel answered questions from CTAC members about the future RTP workshop.
Agenda Item 5: Communities Putting Prevention to Work (CPPW) Grant Programs
Evaluation Panel Membership (Information)

Christine Eary (SANDAG) provided a follow-up announcement about the Communities Putting Prevention to Work project which will provide four pass-through grant programs to local jurisdictions; Tribal Governments; community-based organizations; schools, and school districts for health planning; Active Transportation and Safe Routes to School projects. SANDAG released the Call for Projects and Guidelines for these grant programs on December 23, 2010. A workshop is scheduled on January 13, 2011, from 10 a.m. to 12 noon at the SANDAG offices for prospective applicants to provide an overview of the grant program and application process, discuss potential projects, and answer questions.

Staff will assemble a panel for each of the grant programs to evaluate applications and make recommendations for awards. Christine Eary encouraged the CTAC members to volunteer for this evaluation panel if they will not be associated with any of the grant applications. She pointed out that SANDAG is providing on-call consultant assistance for those CPPW grant programs. Therefore, they will also need consultants to volunteer for the evaluation panel.

Christine Eary also announced that a training workshop on the trip generation study spreadsheet will be held the first week of February. She will send an email announcement with the final date and location. Christine Eary answered questions from CTAC members about the grant programs.

Agenda Item 6: CTAC Utility Undergrounding Ad Hoc Subcommittee (Information)

Frank Rivera (Chula Vista) provided copies to CTAC members of the latest draft of the “Request for advice letter on rule 20A” that the CTAC utility undergrounding ad hoc subcommittee had prepared over the previous two weeks. Frank Rivera announced that he will collect any comments from the CTAC members and discuss them in the next subcommittee meeting. Once the draft is ready it will be presented to SDG&E. He briefly explained the content of the letter, which describes in detail what the end results are with the 20A program.

Agenda Item 7: California Department of Transportation Updates (Information)

Dan Martin (SANDAG) announced that there were no specific announcements forwarded from Caltrans.

Agenda Item 8: Adjournment and Next Meetings

The next CTAC meeting will be held on Thursday, February 3, 2011, from 9:30 to 11:00 a.m.

Group Announcements

Robb Zaino (Escondido) reminded the group that the Proposition 1B money of the first year allocations is now coming due and must be spent by June 30, 2011.
CALIFORNIA HIGH-SPEED TRAIN SYSTEM: LOS ANGELES TO SAN DIEGO VIA INLAND EMPIRE SECTION QUARTERLY UPDATE

Introduction

Since 1993, the State of California has authorized the study of an intercity, high-speed train (HST) system that will connect the state’s metropolitan areas, including San Diego. The California High-Speed Rail Authority (CHSRA) is the statewide agency charged with the planning and construction of this system. SANDAG and corridor planning agencies continue to work cooperatively with the CHSRA to advance San Diego’s HST corridor.

The passage of Proposition 1A in November 2008 resulted in $9 billion in bond funds for the entire statewide network. The CHSRA also has received $3.5 billion in federal rail capital grants since January 2010. At its December 2, 2010, meeting, the CHSRA Board of Directors approved the initial phase of work to build 65 miles through the Central Valley, from Hanford/Corcoran to Fresno at a cost of $4.15 billion. The Federal Railroad Administration (FRA), the state’s federal partner on this project, agreed with this alignment. Furthermore, at its December 20, 2010 meeting, the CHRSA Board approved extending this line to Bakersfield, mainly due to the recent FRA announcement to provide an additional $616 million in additional federal funds. None of these funds will be spent in San Diego County. While the CHSRA did submit a request to FRA for planning funds for the San Diego section, this grant request was not awarded.

The Los Angeles to San Diego via Inland Empire HST section is 160 miles long, and traverses four counties and more than 100 local jurisdictions (Attachment 1). Currently, this section is in the Alternatives Analysis phase of the project-level Environmental Impact Report/Environmental Impact Statement. A Preliminary Alternatives Analysis report is scheduled for release by the CHSRA for public comment on March 2, 2011. This work is funded solely through state funds.

Attachment 2 shows the alternatives currently under study for the San Diego portion, which could be at-grade, aerial, or tunnel. From the Airport Intermodal Transportation Center (ITC) proposed station location, alignment options share the existing rail corridor north to the Old Town area. Alignment alternatives then split and either continues along the existing rail corridor and future Mid-Coast light rail corridor to University City or State Route 56 (SR 56), or head east from Old Town along Interstate 8 (I-8) where alternatives either continue north along SR 163 or I-15. Particular attention is being given to both the section between the ITC and University City as this alignment is already very constrained, and the I-15, also very constrained once the Managed Lanes project is completed.

The CHSRA continues to coordinate efforts with the SANDAG Mid-Coast team, City of San Diego staff, Caltrans, Metropolitan Transit System (MTS) and North County Transit District (NCTD) to ensure that HST alignments and design options do not impact the light rail alignment or other transportation projects along these shared corridors. This is one factor in the evaluation of these alignment alternatives.
Discussion

Southern California Inland Corridor Group (SOCAL ICG)

The Southern California Association of Governments (SCAG), San Diego County Regional Airport Authority (SDCRAA), Riverside County Transportation Commission (RCTC), and San Bernardino Associated Governments (SANBAG), in addition to SANDAG and the CHSRA, have approved a Memorandum of Understanding to formalize this cooperative working relationship to advance the Los Angeles to San Diego via Inland Empire HST Corridor. The Los Angeles County Metropolitan Transportation Authority is a participating agency. Together, these agencies make up the SoCal ICG and are guiding the project-specific environmental effort over the next three years. The SoCal ICG meets monthly.

The San Diego County Technical Working Group (TWG), including staff from the corridor jurisdictions, Caltrans, MTS, and NCTD, meet periodically to review the draft alignments and design options. Similar groups meet in Los Angeles, San Bernardino, and Riverside Counties. It is anticipated that the TWGs will meet following the March 2, 2011, release of the Preliminary Alternatives Analysis document.

Los Angeles to San Diego via Inland Empire HST Section and Upcoming Activities

Work during the next quarter will focus on:

- Release of the Preliminary Alternatives Analysis document for public comment on March 2, 2011.
- Continue monthly SOCAL ICG Meetings and other staff meetings as needed.
- Scheduling a number of open houses and the San Diego TWG meeting after March 2, 2011.

Related Planning Work

The same consultant team that is working on the main HST section also is assisting SANDAG on the Airport Multimodal Accessibility Plan (AMAP), required by Senate Bill 10 (2007), to be completed in FY 2011. The AMAP is to be conducted in cooperation with the SDCRAA and will address ground access improvements to airports that are under development through the SDCRAA’s Regional Aviation Strategic Plan (RASP). Major findings from the AMAP and RASP will be completed in FY 2011, in time for inclusion in the 2050 Regional Transportation Plan. SANDAG and SDCRAA staff will provide an update on the RASP and AMAP at the January 21, 2011 Transportation Committee meeting.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Attachments: 1. Los Angeles to San Diego via Inland Empire Section Alternative Alignments  
2. Alternative Alignments in San Diego County

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