TRANSPORTATION COMMITTEE AGENDA

Friday, May 2, 2014
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• SAN DIEGO FORWARD: THE REGIONAL PLAN: CONSIDERATIONS FOR THE DEVELOPMENT OF THE INITIAL REVENUE CONSTRAINED TRANSPORTATION SCENARIOS

• SAN YSIDRO INTERMODAL TRANSPORTATION CENTER STUDY - FUNDING AND IMPLEMENTATION STRATEGY

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

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San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · sandag.org
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TRANSPORTATION COMMITTEE
Friday, May 2, 2014

ITEM #  RECOMMENDATION
+1. APPROVAL OF MEETING MINUTES  APPROVE

The Transportation Committee is asked to review and approve the minutes from its April 18, 2014, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public shall have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee 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 Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Committee members. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item.

REPORTS (3 through 7)

+3. STATE ROUTE 125 TOLL ROAD COST RECOVERY AGREEMENT  APPROVE
(Michael Schwarting)

The Transportation Committee is asked to authorize the Executive Director to execute an agreement with Corky McMillin Companies (McMillin) to recover $162,075 in additional landscaping costs in association with the modified property lines agreed to by Caltrans and McMillin related to the right-of-way along the State Route 125 Toll Road in accordance with the Development Franchise Agreement.

+4. 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:
AMENDMENT NO. 16 – ADMINISTRATIVE MODIFICATION  APPROVE
(Michelle Smith)

On September 28, 2012, the Board of Directors adopted the 2012 Regional Transportation Improvement Program (RTIP). The 2012 RTIP is the multiyear program of proposed major transportation projects in the San Diego region covering the period FY 2013 to FY 2017. Amendment No. 16 is special administrative modification for the San Diego Metropolitan Transit System to program Federal Transit Administration Section 5311 Non-Urbanized Area Formula Program funds for Federal Fiscal Year 2014. The Transportation Committee is asked to approve Amendment No. 16 - Administrative Modification to the 2012 RTIP.

**REVISED**
+5.  **SAN DIEGO FORWARD: THE REGIONAL PLAN: CONSIDERATIONS FOR THE DEVELOPMENT OF THE INITIAL REVENUE CONSTRAINED TRANSPORTATION SCENARIOS** (Phil Trom)  

This report describes the estimated cost of the draft Unconstrained Network, initial revenue projections, and draft project rankings. In addition, it presents initial emerging technology and innovative mobility concepts, as well as components of the Active Transportation program that could enhance the performance of the Revenue Constrained networks.

*This item was not ready at time of posting.*

+6.  **SAN YSIDRO INTERMODAL TRANSPORTATION CENTER STUDY - FUNDING AND IMPLEMENTATION STRATEGY**  
(Rachel Kennedy, SANDAG; Samir Hajjiri, City of San Diego)  

SANDAG, in partnership with the City of San Diego, Caltrans, Metropolitan Transit System, and the community, is conducting a study to develop a concept and funding and implementation strategy for an Intermodal Transportation Center (ITC) in the vicinity of the San Ysidro Land Port of Entry. The draft study report, which outlines the ITC concept as well as the financial analysis and an implementation strategy, was released for public comment on April 25, 2014.

7.  **MARKETING AND PUBLIC OUTREACH FOR RAPID** (Elizabeth Cox)  

SANDAG and Metropolitan Transit System (MTS) are preparing to market the launch of Rapid, the new high-frequency, limited stop bus service operated by MTS. Rapid is an integral part of the regional strategy to create a network of Bus Rapid Transit (BRT) services that provide travel choices that are attractive alternatives to driving alone. The first all-day Rapid service, which will start in June 2014, will operate between the Escondido Transit Center and Downtown San Diego via Interstate 15. Additional routes will be added in the following months. Staff will share the fresh, dynamic, marketing approach that takes on a personal touch to educate commuters about a new, reliable commute choice.

8.  **CONTINUED PUBLIC COMMENTS**  

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

9.  **UPCOMING MEETINGS**  

The next meeting of the Transportation Committee is scheduled for Friday, May 16, 2014, at 9 a.m.

10.  **ADJOURNMENT**

+ next to an agenda item indicates an attachment
TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS

APRIL 18, 2014

The meeting of the Transportation Committee was called to order by Chair Todd Gloria (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 Mayor Cheryl Cox (South County), and a second by Councilmember Lisa Shaffer (North County Coastal), the Transportation Committee approved the meeting minutes of April 4, 2014. Yes – 9. No - None. Abstain – None. Absent – None.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

John Wotzka, member of the public, submitted written comments and spoke about various transportation matters.

Laurie Berman, Caltrans, District 11 Director, encouraged Transportation Committee members to participate in the annual Don’t Trash California campaign. Committee members were asked to help pick up trash on bike paths, at transit stations, and other areas in the region on Thursday, April 24, 2014. Caltrans District 11 will upload pictures onto their social media sites throughout the day. Pictures can be uploaded at http://www.dot.ca.gov/dist11/trash/.

Chair Gloria welcomed the new SANDAG staff Committee Coordinator, Clint Daniels.

CONSENT (3 through 4)

3. SPECIALIZED TRANSPORTATION GRANT PROGRAMS STATUS UPDATE (INFORMATION)

This report provided an overview of the progress made to date by the grant recipients in each program.

4. FEDERAL TRANSIT ADMINISTRATION SECTION 5311 PROGRAM OF PROJECTS (RECOMMEND)

The Transportation Committee was asked to recommend that the Board of Directors approve the apportionment of FTA Section 5311 funds for Federal Fiscal Year 2014 for the San Diego region.

Action: Upon a motion by Supervisor Greg Cox (County of San Diego), and a second by Vice Chair Judy Ritter (North County Inland), the Transportation Committee approved Consent Item Nos. 3 through 4. Yes – 9. No - None. Abstain – None. Absent – None.
5. **ACTIVE TRANSPORTATION PROGRAM (ATP) (RECOMMEND)**

Coleen Clementson, Principal Regional Planner, reviewed the proposed changes of the TransNet/Transportation Development Act (TDA) Active Transportation Project Selection Criteria for submission to the California Transportation Commission (CTC) for use in the regional ATP competition.

Kathleen Ferrier, Circulate San Diego, spoke in favor of the item.

**Action:** Upon a motion by Supervisor Cox, and a second by Councilmember Shaffer, the Transportation Committee recommended that the Board of Directors: (1) approve the list of SANDAG projects to submit for ATP statewide competitive funding and adopt Resolution No. 2014-18 approving the SANDAG application for the ATP funds; and (2) approve the submission of the TransNet/TDA Active Transportation Project Selection Criteria with the proposed changes, to the CTC for use in the regional ATP competition. Yes – 9. No - None. Abstain – None. Absent – None.

6. **TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: STATUS UPDATE AND PROPOSED AMENDMENT (APPROVE)**

Suchi Mukherjee, Regional Planner I, introduced the item.

Brian Schoenfish, City of San Diego, Senior Planner, provided an overview of the City of San Diego’s Commercial Street Streetscape Project.

**Action:** Upon a motion by MTS Chairman Mathis, and a second by Councilmember Shaffer, the Transportation Committee approved a no-cost, time-only schedule amendment for the City of San Diego’s Commercial Street Streetscape Project. Yes – 9. No - None. Abstain – None. Absent – None.

7. **2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NO. 15 (APPROVE)**

Michelle Smith, Associate Financial Analyst, provided information on the proposed Amendment No. 15, which is a regular quarterly amendment and reflects changes to projects as requested by member agencies.

**Action:** Upon a motion by Vice Chair Ritter, and a second by Councilmember Shaffer, the Transportation Committee adopted Resolution 2014-17 approving Amendment No. 15 to the 2012 RTIP. Yes – 9. No - None. Abstain – None. Absent – None.

8. **CONTINUED PUBLIC COMMENTS**

There were no additional public comments.

9. **UPCOMING MEETINGS**

The next meeting of the Transportation Committee is scheduled for Friday, May 2, 2014, at 9 a.m.

10. **ADJOURNMENT**

Chair Gloria adjourned the meeting at 9:48 a.m.
# CONFIRMED ATTENDANCE

## SANDAG TRANSPORTATION COMMITTEE MEETING

**APRIL 18, 2014**

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<td>Rebecca Jones</td>
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<td>John Aguilera</td>
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<td>Tom Smisek</td>
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<td>San Diego County Regional Airport Authority</td>
<td>Lloyd Hubbs</td>
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<td>Bill Figge</td>
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<td>SCTCA</td>
<td>Raymond Hunter Sr.</td>
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<td>Matt Tucker</td>
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<td>Sharon Cooney</td>
<td>MTS</td>
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<td>Jack Dale</td>
<td>Chairman, SANDAG</td>
<td>No</td>
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**Meeting Start Time:** 9:03 a.m.  
**Meeting Adjourned Time:** 9:48 a.m.
STATE ROUTE 125 TOLL ROAD
COST RECOVERY AGREEMENT

Introduction

SANDAG is responsible for maintaining the right-of-way along the State Route 125 (SR 125) Toll Road in accordance with the Development Franchise Agreement (DFA) with the State of California. An agreement between the State and Corky McMillin Companies (McMillin) allocated additional land to the Toll Road right-of-way and, as a condition of the transfer, McMillin has agreed to pay SANDAG for the additional maintenance costs that would be incurred. Approval by the Committee would authorize the Executive Director to enter into an agreement for receipt of the funds.

Discussion

The original property transfer between McMillin and the State of California to construct the SR 125 Toll Road included provisions for property line adjustments, which would be determined as the developer moved forward with its designs and plans for parcels adjacent to the facility. As part of the Millennia Project at the Birch Road interchange, McMillin reached agreement with Caltrans to transfer approximately 12,000 square feet of additional property to the State. As the responsible party for maintenance and operations of the Toll Road, SANDAG staff participated in the discussions with the stipulation that the additional landscaping restoration and maintenance costs resulting from the transfer be borne by McMillin.

Staff worked with McMillin to identify the required work and related level of effort to ensure the additional right-of-way conformed to the maintenance standards in the DFA. It was agreed that McMillin would pay reasonable costs totaling $162,075 for:

1) restoration and expansion of landscaping along the modified property line;

2) the three-year plant establishment period; and

Recommendation

The Transportation Committee is asked to authorize the Executive Director to execute an agreement with Corky McMillin Companies (McMillin) to recover $162,075 in additional landscaping costs in association with the modified property lines agreed to by Caltrans and McMillin related to the right-of-way along the State Route 125 Toll Road in accordance with the Development Franchise Agreement.
3) ongoing costs for maintenance and irrigation of the additional property for the duration of the Development Franchise Agreement.

The additional effort needed to perform the work is minimal and indistinguishable from other landscaping efforts SANDAG performs along the roadway. SANDAG’s direct performance of the work minimizes risk to existing irrigation systems and reduces efforts that would be needed for contracting and oversight of third parties.

**Next Steps**

McMillin has agreed to remit payment to SANDAG to cover these costs and a contract is needed to memorialize the agreement. Upon approval by the Transportation Committee, staff would finalize the agreement and establish billing processes.

SAMUEL JOHNSON  
Director of Operations

Key Staff Contact: Michael Schwarting, (619) 710-4028, mschwarting@sbxthe125.com
TRANSPORTATION COMMITTEE
MAY 2, 2014

AGENDA ITEM NO. 14-05-4

ACTION REQUESTED – APPROVE

2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NO. 16 – ADMINISTRATIVE MODIFICATION

File Number 1500300

Introduction

On September 28, 2012, the Board of Directors adopted the 2012 Regional Transportation Improvement Program (RTIP), the multiyear program of proposed major transportation projects in the San Diego region covering the period FY 2013 to FY 2017. The 2012 RTIP is a multibillion dollar program of projects funded by federal, state, TransNet local sales tax, and other local funding sources. The 2013 Federal Statewide Transportation Improvement Program (FSTIP), which incorporates the SANDAG 2012 RTIP, received federal approval on December 14, 2012.

Background

There are two types of processes to update the RTIP; administrative modifications and formal amendments. Formal amendments require, among other things, a 15-day public notice period, while administrative modifications are considered minor in nature and do not require a public notice period. Chapter 2 of the adopted 2012 RTIP provides additional details regarding the differences between formal amendments and administrative modifications. Amendment No. 16 is considered an administrative modification because the programming for this project is increasing by less than 40 percent or $10 million, which is consistent with the federally accepted administrative modification procedures. The federal agencies delegated the approval of administrative modifications to the state, thereby streamlining the approval process.

TransNet Independent Taxpayer Oversight Committee

The TransNet Independent Taxpayer Oversight Committee (ITOC), the independent citizen oversight committee, is scheduled to review this amendment at its May 7, 2014, meeting as an information item.

Recommendation

The Transportation Committee is asked to approve Amendment No. 16 – Administrative Modification to the 2012 Regional Transportation Improvement Program.
Discussion

Below summarizes project changes included in this administrative modification with further programming details included in Table 1 (Attachment 1).

San Diego Association of Governments

At its March 28, 2014, the Board of Directors approved the FY 2015 Transit Capital Improvement Program (CIP) which included the programming of Federal Transit Administration (FTA) formula funds (2012 RTIP Amendment No. 14). The FY 2015 CIP was based on revenue estimates approved by the Board in February 2014. Since then, the FTA has published the full year apportionments including Section 5339 Program. The apportionment is higher ($5.376 million vs. $5.032 million) than the estimate provided in February and programmed as part of Amendment No. 14. In order for SANDAG to apply for the grant under this program for the full amount available, an RTIP amendment reflecting the increased amount is necessary. The Section 5339 Program is proposed to continue to fund two transit projects described below.

- **East County Bus Maintenance Facility (SAN52)** – This amendment proposes to increase FTA Section 5339 funding by $241,000 and reduce State Transit Assistance funds by the same amount. The total project remains at $44,957,000.

- **South Bay BRT Maintenance Facility (SAN133)** – This amendment proposes to increase FTA Section 5339 funding by $104,000 and reduce TransNet – Major Corridor funding by the same amount. The total project remains at $60,535,000.

San Diego Metropolitan Transit System

At its April 25, 2014, meeting, the SANDAG Board approved the Program of Projects for the Federal Transit Administration (FTA) Section 5311 funds for Federal Fiscal Year (FFY) 2014 for the San Diego Region. This amendment reflects that Board action for MTS.

- **Transit Service Operations (MTS23A)** – This amendment proposes to add FTA Section 5311 funding in FY 2014. The total project increases by $487,000 to $245,719,000.

- **Bus/Rail Support Facilities and Equipment (MTS30)** – This amendment proposes to increase FTA Section 5311 funding in FY 2014. The total project increases by $18,356 to $115,864,000.

Fiscal Constraint Analysis

Federal regulations require the 2012 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.

As an administrative modification, an updated fiscal constraint analysis is not required. The proposed change included in Amendment No. 16 does not affect the fiscal constraint submitted as part of Amendment No. 12 to the 2012 RTIP, the last federally approved formal amendment that
updated the financial capacity for the 2012 RTIP. Chapter 4 of the final 2012 RTIP discusses in detail the financial capacity analysis of major program areas, including discussion of available revenues. The 2012 RTIP, including Amendment No. 16, continues to be reasonable when considering available funding sources.

**Air Quality Analysis**

On September 28, 2012, SANDAG found the 2012 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 2050 San Diego Regional Transportation Plan: Our Region Our Future (2050 RTP) and the 2012 RTIP. The Federal Highway Administration and the FTA jointly approved the conformity determination for the 2012 RTIP and the conformity redetermination for the 2050 RTP on December 14, 2012. On May 24, 2013, the Board of Directors approved the 2012 RTIP, Amendment No. 2, including the air quality conformity analysis and redetermination of the 2050 Revenue Constrained RTP, and received federal approval on June 28, 2013.

The proposed amendment does not reflect a change in the design, concept, or scope of the project or the conformity analysis years as modeled for the regional emissions analysis of the 2012 RTIP and 2050 RTP. Projects in the 2012 RTIP Amendment No. 16 meet the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)) and all capacity increasing projects in Amendment No. 16 were included in the quantitative emissions analysis conducted for the 2050 RTP and 2012 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. 16 does not interfere with the timely implementation of Transportation Control Measures. The 2012 RTIP, including Amendment No. 16, remains in conformance with the SIP.

**José A. Nuncio**  
*TransNet Department Director*

Attachment: 1. Table 1: 2012 Regional Transportation Improvement Program – Amendment No. 16

Key Staff Contact: Michelle Smith, (619) 595-5608, michelle.smith@sandag.org
### 2012 Regional Transportation Improvement Program

#### Amendment No. 16

**San Diego Region (in $000s)**

**Table 1**

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**Est Total Cost:** $44,957

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**TOTAL** | $44,957 | $34,958 | $5,000 | $5,000 | $5,000 | $6,538 | $38,419 |

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**TOTAL** | $44,957 | $34,958 | $5,000 | $5,000 | $5,000 | $6,538 | $38,419 |

Friday, April 18, 2014
San Diego Association of Governments

MPO ID: SAN133

Project Title: South Bay BRT Maintenance Facility

Project Description: In Chula Vista - expansion of maintenance facility to accommodate maintenance of BRT vehicles - property acquisition, site preparation, lighting, parking and bus servicing facilities

Change Reason: Revise Fund Source

Capacity Status: NCI
Exempt Category: Mass Transit - Const of new bus or rail storage/maint facilities excluded in 23 CFR part 771

Est Total Cost: $60,535

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Friday, April 18, 2014
San Diego Metropolitan Transit System

MPO ID: MTS23A

Project Title: Transit Service Operations

Project Description: MTS service area - operating support for existing services including urban, Americans with Disabilities Act (ADA), and rural bus service

Change Reason: Increase funding

Capacity Status: NCI

Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost: $245,719

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TOTAL $245,719 $62,121 $35,084 $34,488 $36,785 $37,991 $39,247 $245,719

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TOTAL $245,232 $62,121 $35,084 $34,001 $36,785 $37,991 $39,247 $245,232
### Project Title:
Bus/Rail Support Facilities and Equipment

### Project Description:
MTS facilities throughout the MTS service area - install security cameras on bus/rail rolling stock and at bus/rail facilities and stations; Southbay and East County bus maintenance facility expansions and upgrades including: land acquisition, Site development plans, building demolition and remodeling, fencing, lot paving, and storm water pollution prevention program compliance; other misc capital equipment for transit maintenance; design and procurement of materials and services for support equipment

### Change Reason:
Increase funding

### Capacity Status:
Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities

### Est Total Cost:
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Friday, April 18, 2014
# RTIP Fund Types

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<td>Local Funds AC</td>
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SAN YSIDRO INTERMODAL TRANSPORTATION CENTER
STUDY - FUNDING AND IMPLEMENTATION STRATEGY

Introduction

In October 2012, SANDAG and the City of San Diego in collaboration with Caltrans, Metropolitan Transit System (MTS), and the community, initiated a study to identify a multimodal concept for an Intermodal Transportation Center (ITC) in the vicinity of the San Ysidro Port of Entry (POE). The study also includes a financial feasibility analysis to identify strategies for creation of the San Ysidro Intermodal Transportation Center (SYITC).

The purpose of the study is to produce a mobility and economic/fiscal feasibility analysis for an SYITC concept for evaluation and consideration as part of the comprehensive San Ysidro Community Plan update process. The study developed a demand and supply analysis for off-street parking facilities associated with the ITC concept, and an analysis of complementary on-site retail, commercial, and institutional uses that could enhance the SYITC as a community amenity and generate revenue toward its construction. A team of consultants has been providing assistance on this study to help envision and provide the technical tools needed to develop an SYITC concept that will serve as a gateway to the world’s busiest POE.

The Borders Committee and Transportation Committee reviewed and provided input on the initial two design concepts at their respective July 28, 2013, and September 20, 2013, meetings. On December 13, 2013, the SANDAG Transportation Committee recommended that Option 3 be the one concept analyzed in the study implementation plan and funding strategy, in accordance with the scope of work for the study. This report presents a funding analysis and conceptual implementation strategy for development of a future SYITC. The draft final report will be released for public comment on May 2, 2014, on the SANDAG website at www.sandag.org/syitc. The study will conclude with a final study report in June 2014.

Discussion

San Ysidro Intermodal Transportation Center Concept

The initial phases of the study developed and assessed two design options for the SYITC. The technical analysis and evaluation of the two options was reviewed with Caltrans, the City of San Diego, MTS, SANDAG, and the community. Based on input from stakeholders, and the San Ysidro community, as well as a technical analysis of Options 1 and 2, the consultant team designed a third option with the objective of including the strengths of Options 1 and 2 and
additional requested elements. On December 13, 2013, the SANDAG Transportation Committee approved Option 3 as the concept to be analyzed further in the implementation plan and funding strategy task.

Key attributes of the preferred option are shown in Figure 1 include:

- Expanded Trolley platform at-grade in approximately the current location.
- Location of the combined MTS/Intercity Bus Center in an extended elevated platform to the east of the Trolley tracks, taking advantage of the existing natural grade difference.
- Station retail opportunities situated between the Trolley tracks and the Bus Station.
- Passenger pick-up and drop-off (PPUDO) situated on the former MTS bus loop in front of the Station Plaza between the Trolley tracks and the POE, plus additional area for PPUDO further north along San Ysidro Boulevard.
- A Bike Center situated in the pedestrian plaza with direct access to and from dedicated bike lanes on San Ysidro Boulevard.
- Opportunities for street-front retail along San Ysidro Boulevard with improved streetscaping.
- Relocation of the Trolley tracks to the north of the ITC that allows eliminating conflicts between vehicles/buses and the Trolley, and the private development of the north parcel including a paid-parking structure.

![San Ysidro Intermodal Transportation Center Concept](image)

**Figure 1**

*San Ysidro Intermodal Transportation Center Concept*
**Phasing**

An initial phasing strategy was devised based on a logical construction sequencing process, the need to maintain transportation operations for the existing Trolley and buses, and minimizing, as much as possible, the required investment in the first phase so as to begin implementation as early as possible.

**Phase I – Initial Public Facility**

Phase I lays the groundwork for the ITC and begins to provide tangible operational, customer, and community benefits. Beyond site acquisition, the key component of this phase is the relocation and expansion of the Trolley tracks eastward, which allows for the use of the north parcel – in this phase for an interim Bus Center – and eliminates crossing conflicts between the Trolley and other vehicles. A significant street and landscaping effort extending from San Ysidro Boulevard to the Station Plaza improves walkability and the quality of the public realm, and connects the SYITC to the surrounding community to the north.

Phase I would entail land acquisition, earthwork and a retaining wall, expanded Light Rail Transit (LRT) platforms, relocated LRT tracks, prefabricated retail pods at LRT platforms, interim at-grade bus bays, prefabricated retail pods at bus bays, a Bike Center, a streetscape of San Ysidro Boulevard, a streetscape of plaza and private-vehicle pick-up/drop-off, and plaza-level retail (for the non-GSA land).

Phase I has an estimated cost of $95 million, of which about $20 million (including contingency) corresponds to the acquisition of land.

**Phase II – Ultimate Public Facility**

In Phase II, the SYITC transit facility elements would be completed. The major element of this phase would include the construction of the final Bus Center to the east of the Trolley tracks. Land on the north parcel could then be available for potential for private development, including a parking structure serving the area as well as border-crossers.

Phase II also would entail a Bus Center and access to the plaza level, bus access and flyover, at-grade car parking, station canopy, and plaza-level retail (on GSA land) and has an estimated cost of $43 million.

**Phase III – Private Sector Development**

Once the north parcel is available after the transfer of the Bus Center to the SYITC, it could be developed by the private sector, most likely around a central structured parking facility. The timing and elements included in Phase III will be determined by private market interests and demands. Phase III is envisioned to include a parking structure, street-level retail, and additional commercial space potentially in the form of a hotel and office space. If enough market demand is available, the private developer could increase the size of the private portion of the project, potentially building on top of the parking structure and/or the Trolley tracks or by increasing the height of the initial commercial/retail buildings. Additional private development in the SYITC area may occur in the adjacent parcels outside of the project boundaries.
Building costs for Phase III were not developed as they would be borne by the private sector. Land leased or sold to the private developer as part of Phase III would become one of the sources of funds for the transportation elements of the project.

**Potential Funding Sources**

*Traditional Sources of Funds*

A number of traditional federal, state, and local funding sources could potentially be used to fund portions of a future SYITC facility. While the project is eligible for these traditional funding sources, it should be noted that many of these funds have been programmed for other San Diego regional projects in the near-term. Much of the funds for work on Phase I would need to come from non-committed sources, chiefly grant-based programs.

*Project-Generated Revenues*

Revenues that could be produced by the project itself, mainly through the sale or lease of land to private developers or operators, were also examined. The potential receipts were estimated using residual land value analysis, a typical method for what land costs development projects can support based on market rents and private sector development costs. This involves first calculating the value of a development project at stabilization (fully leased or typical operations), and then deducting the total cost of development (hard construction costs, plus all soft costs including financing costs, as well as typical developer profit). The amount that is left represents what a developer can afford to pay for a site and still earn a reasonable profit (if the figure is negative, the project is considered infeasible, since that means after construction the value of the project is worth less than what it cost to build it).

The timing of when the above could be realized would be tied to market conditions and developer interest in pursuing these projects. In the near term, there is good potential for the retail uses. The other uses are more likely to be developed in conjunction with or after Phase II of the project. The parking structure cannot be built until after the Phase II improvements free the site for that use.

*Alternative Funding Mechanisms*

In addition to traditional and project-specific funding streams, non-traditional sources of transportation funding were also examined. These could consist of three potential sources, two public (Infrastructure Finance District and Passenger Facility Charges), and the other private (Sponsorship/Naming Rights).
**Conceptual Implementation Timeline**

**Scenario 1: Traditional Publicly-Financed**

In this scenario, the project is carried out in the two phases described previously.

The timeline for Phase I is built on the following parameters and assumptions:

- Given the scale of the project and the need to acquire significant property, a six-year project-development cycle is assumed:
  - Two years for preliminary engineering (PE)/design development and environmental clearance
  - Two years for land acquisition, final design/construction drawings and bidding
  - Two-and-a-half years for construction and commissioning

It should be noted that the above schedule is conservative. It is possible that the development schedule and possibly the total cost of the facility could be reduced by using alternative project delivery methods such as design-build.

Subject to funding availability, project development for Phase II can overlap with Phase I. It is assumed that the Phase I environmental clearance document would cover both Phases I and II, and that the design effort will be shorter due to the smaller scope of work of Phase II. However, it is also assumed that several years will be required to amass the necessary funds to commit to the construction of Phase II. As discussed in the phasing section, the private development of Phase III can occur after or in parallel with Phase II, subject to market demand.

**Scenario 2: Public-Private Partnership with Single-Phase Construction**

In this scenario, the project is carried out in a single phase, as a public-private partnership (P3) consortium would carry the financing of the project. It is assumed that the entire project carried out in a single phase using the design-build method would take four years to design and construct, which is consistent with P3 industry feedback.

One advantage of the P3 approach relative to the traditional approach is that the major cash-flow requirements are deferred into the future for the implementing agency, allowing the entire facility to open at approximately the same date as only the Phase I facility in the traditional approach. A value-for-money analysis, done as part of the due diligence in any P3 process, would determine if the premium paid to the P3 consortia (in terms of a higher cost-of-money versus public financing) is warranted by the accelerated schedule and cost-certainty of the P3 approach. There may be potential benefits to a P3 procurement approach for the SYITC project, and the strategy should be further studied as the project moves forward.
Opportunities for Innovative Project Delivery, Financing, and Operations

Over the past three decades, practices incorporating the private sector in public projects have evolved. Government agencies have shifted to more complex and participatory arrangements, where both sectors have a stake in the outcome. Reasons for this include:

- Pooling of resources (land, capital, labor, management);
- Pooling of the unique skillsets of the public and the private sectors;
- Increased flexibility and efficiency in the provision of a project or a service;
- Risk reduction through responsibility sharing;
- Leverage of public assets, usually land;
- Increased control of private development to ensure public benefits; and
- Generation of tangible public benefits, often sooner than conventional mechanisms would allow.

While P3 financing schemes do not provide in and of themselves a new source of funds (these are usually covered by the government agency through so-call “availability payments” or by the facility's users), they can serve as a vehicle to leverage funds from the capital markets to fund the initial phases of the project. For the SYITC it would mean that, once the traditional funding sources and the sale of land proceeds come in, these would serve as repayment flows for the “bridge” financing by the private partner of the P3.

Moving forward, the legal ability to transfer delivery, financing, and/or operation activities of the new transportation terminal to the private sector could be examined. Once this is established, the most advantageous P3 alternative to make the SYITC viable from the financing and timing perspective could be explored in detail.

Implementation Steps

The single biggest challenge in constructing the new SYITC is identifying and securing a local/regional source of funding that will leverage other public and private revenue streams. To further advance the project in the development process a multi-pronged strategy could include: developing a project prospectus to highlight the key features and benefits of the project, engaging key transportation committees and advocacy groups, pursuing public private partnerships, and locating short-term funding to continue conceptual design of the project in concert with the community, including the possibility of an international design competition to develop a design aesthetic in keeping with the unique cultural, socioeconomic and transportation attributes of this critical Gateway to San Ysidro, San Diego, California, and the United States of America.

Additionally, low-cost “pilot projects” could provide more immediate improvements to the SYITC area, ahead of the larger project. While the need to purchase significant right-of-way and relocate the Trolley tracks limits the amount of hard infrastructure work that can be undertaken in the near term, projects can be undertaken that will improve the area without investing in significant permanent infrastructure. Some ideas include improved signage and wayfinding to better guide pedestrians, a “facelift” to the overall look and feel of the area, including treatments to enhance pedestrian safety by designating walking paths, a short-term lease on nearby available land for a “cell-phone waiting lot,” and low-cost traffic engineering and/or Intelligent Transportation Systems solutions to help manage traffic accessing the area.
Next Steps

The draft final report will be released for public comment on May 2, 2014. The study will conclude with a final study report which will be brought to the Transportation Committee for acceptance in June 2014.

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

Key Staff Contact: Rachel Kennedy, (619) 699-1929, rachel.kennedy@sandag.org
5-2-14 Transportation Committee Meeting

1.) Roads, Rail, High-Speed Rail, Bridges, Buses, and Bridge Issues

   a) Mayor Faulconer says he will spend some $298E6 on infrastructure in the next year’s budget a 66% increase over the $179E6 spent in this year’s budget.

   Ref: U-T San Diego 4-10-14 pp. B1 & B4

   b) Traffic engineers are proposing another roundabout at Coast Highway and Route 76 to improve traffic flow. Other roundabouts are planned for the Harbor Drive to Buena Vista Lagoon stretch of highway. A traffic study will cost $100E3 and grants of $1.0E6 will pay for the roundabout. A roundabout is being built at Carlsbad Boulevard, State Street, and Coast Highway.

   Ref: U-T San Diego 4-9-14 pp. B2

   c) The National Association of City Transportation Officials (NACTO), wants the design policy to start at the city and state levels not the federal. Article covers a Washington State Dept. of Transportation “Urban Street Design Guide”.

   Ref: ENR, March 2014 pp. 36-37

   d) President Obama’s fiscal year budget for 2015 seeks to increase the Federal Transit Administrations total budget by 63% to $17.6E9. Design and construction firms would get $2.5E9 up 29% from 2014 for FTA capital investment grants for new starts. For highways there is a 19% increase with a $150E9 addition to the Highway Trust Fund with Obama’s proposed corporate-tax change to fund the $302E9 four-year transportation bill.

   Ref: ENR, March 2014 pp. 5

   e) Article on rail oil-cars says most of the legacy fleet consists of old, dangerous Dot-111 tank cars that are overdue to be retrofitted or decommissioned. Canadian Pacific (CP), and Canadian National (CN), announced a $325 surcharge on older Dot-111 cars laden with crude oil. Burlington Northern Santa Fe (BNSF), wants to own more cars and unveiled a $5E9 capital expenditure plan, including $1.6E9 for new rolling stock. BNSF spends 18% of its revenues on network elements of tracks, rights-of-way, ballast, and other items, and railroads are moving back to car ownership the opposite of the trend for the last 50-years. The association of American Railroads (AAR), says the freight railroads agree with USDOT to eight voluntary safety measures to lower risk of crude by rail. U.S. regulators say Bakken crude is being misclassified and want more tests for its volatile level. BNSF says the U.S. PHMSA, USDOT, railroads, and shippers are putting together new guide lines for tank cars. Trinity Industries, Dallas, TX expects to deliver 65,000 railcars in 2014. Greenbrier Rail, Oswego, OR unveiled its “tank car of the future” for flammable crude oil and ethanol. BNSF asked for bids on 5,000 CPC-1232 jacked tank cars. Safety features are body shell and head ends, thermal protection, and pressure-relief devices capable of surviving an ethanol-based pool fire. As of November 2013 93% of the 272,100 Dot-111 cars in North America are of old design, 170,000 of them are in hazardous transport with 68,000 in crude oil and ethanol service.

   Ref: ENR, March 2014 pp. 12-13
f) The Highway Trust Fund is expected to run out of money by August 2014. In April Obama proposed a $320E9 four-year reauthorization of the nation’s Surface Transportation Program that relies on business tax reforms that have not yet been passed. On March 13, 2014 the senate approved the Homeowner Flood Insurance Affordability Act of 2014, H.R. 3370 to help with increases in premiums for policies issued through the National Flood Insurance program.

Ref: Civil Engineering, April 2014 pp. 14 and February 2014 pp. 16-17

g) The U.S. has 4.0E6-miles of public roadways, 163E3 of which are interstate, and 600E3 bridges, says a DOT 2013 Report. $116.7E9 was spent to maintain the highways, bridges, and mass transit systems in 2010. In 2010 local, state, and federal governments spent $100.2E9 on capital improvements to highways and bridge infrastructure. $11.9E9 came from the ARRA of 2009. $16.5E9 was spent on mass transit, $2.4E9 came from the ARRA. In 2010 there were 32,885 highway fatalities, 4,282 pedestrian fatalities, and 618 bicycle fatalities. Traffic injuries were 2.1E6, 32% lower than 2000. Pavements with a ‘good’ ride quality were 60% in 2010, deficient bridges were down to 5.1%, and obsolete bridges dropped to 16.3%. Since 2004 the mass transit fatalities rate was one fatality/250E6-miles traveled. The average U.S. driver drives an average of 13,476 miles/yr. indicating that we are much safer in mass transit than in a car. The report says for highways and bridges maintenance-only will require ($65.3E9 to $86E9)/yr. and to improve and expand, spending would need to jump between ($123.7E9 and $145.9E9)/yr. For mass transit, maintenance only will need $18.5E9 and improving and expanding ($22E9 and $18.5E90)/yr. Population projected increases of 120E6 people in the U.S. by 2060. The DOT Report 2013, Status of The Nation’s Highways, Bridges, and Transit: Conditions & Performance can be found at www.fhwa.dot.gov/policy/2013cpr/

Ref: Civil Engineering, April 2014 pp. 30-33

h) Article on the history of the Chicago Cortland Street Drawbridges built in 1834, 1840s, and the present one in 1902.

Ref: Civil Engineering, April 2014 pp. 42-45 and December, 2009 pp. 40-43

i) Article on geosynthetic reinforced soil abutments and prefabricated bridge superstructure elements in DE.

Ref: Civil Engineering, April 2014 pp. 64-69 & 81

j) Article on rehabilitation of Amtrak’s 30th Street Station in PA. Some steel members had section losses of a 100% in spots.

Ref: Civil Engineering, April 2014 pp. 70-77 & 82

k) A road project from Orange County through San Onofe State Beach has been canceled. The $1.3E6 extension would have lengthened State Route 241 from Rancho Santa Margarita to northern San Diego County near Trestles Beach that was envisioned to get away from congestion on I-5. Surfers, environmentalists, the Coastal Commission and the U.S. Department of Commerce also rejected the proposal in 2008. The withdrawal will open the way for the Tesore Extension to add a 5.5-mile section of toll road in Mission Viejo and stay in Orange County.

2.) Port and Navy Issues

a) France, Spain, Japan, and China have signed some 10 unannounced deals to buy LNG from the U.S. worth billions of dollars each. These deals are important because each export facility can cost as much as $7E9 to $10E9 to build. These deals make the U.S. complete with Australia, Qatar, and other nations as an export hub. The deals total some 1.5E9-ft³/d of gas or 2% of the U.S. current daily supply. Total U.S. production and imports were 71.72E9-ft³/d as of December 2013. These projects work off a tolling arrangement whereby the project developer builds the facility, leases out the liquefaction capacity to third parties, and with the U.S.'s current supply the exports should not affect prices. Exporters involved are BP, GDF Suez, Mitsubishi, and Mitsui. BP exports to China, GDF Suez exports to Chile, China, Japan, and Taiwan, and Mitsubishi and Mitsui will export to Spain, France, and Japanese utilities. The gas will be exported from Sempra Energy’s Cameron plant in Louisiana and Freeport LNG plant in TX that will be operational in 2020 with government approval.

Ref: American Gas, April 2014 pp. 6

b) Article on the Marcellus shale play gas and its projected export to Japan and India. Cabot oil and Gas announced a deal with Pacific Summit Energy to sell 350E9-Btu/d (350E3-MMBtu/d), of gas from the play for 20-years. It would be piped 300-miles to the Dominion Resources Cove Point facility on the Chesapeake Bay to be exported to Japan and India. Cabot’s production will reach 6E9-ft³/d by 2017. Dominion’s Resources Cove Point was built in 1972, expanded in the early 2000s, and can store 14.6E9-ft³ of gas. In April 2013 they filed with the FERC to expand to LNG exports with a $3.9E9 project to be completed by 2017. Japans Sumitomo Corp. and GAIL have spoken for 100% of the LNG exports. Gas production in PA is now the third highest in the U.S. up 72% in 2012 to 2.2E12-ft³/yr. Also Cabot will build the Constitution Pipeline to transport gas to New York City and New England with a 125-mile pipeline to deliver 650E3-deckatherms/d for 3.0E6 homes. The $683E6 project is being reviewed by the FERC and expects a design by September 2014, and in service by 2015. The Bluegrass Pipeline would combine existing and new pipelines from the Marcellus and Utica shale in PA, WV, and OH to New England and export complex on the Gulf Coast in 2015 with approval. The Mariner East Pipeline would move 70E3 barrels of natural gas liquids/d, 300-miles to Sunoco’s Marcus Hook facility south of Philadelphia to deliver propane and ethane by early 2015.

Ref: American Gas, April 2014 pp.17

3.) Water Issues

a) A solar energy distill for contaminated ground water in California’s Central Valley is performing so well that it may provide a source of useable water for the Valley. Panoche Water District in the Central Valley is host for the state-funded pilot project. The project produces 1-af of distilled water for $450. The water is of higher quality than needed for agricultural use and its cost is higher than the $280-af that farmers pay now, but is close to the cost of treated water for municipal and industrial water supplies. The solar stills would not add strain to the electric grid, as would expansion of reverse-osmosis plants. WaterFX’s Aqua 4 solar thermal desalination plant is built with parts from SkyFuel in CO. The collector is 6-m wide by 115-m long and its surface is made of aluminum panels coated with a 4-mm-thick polymer mirror film with a specular reflectance of 94% with no glass. The film is called ReflexTech-PLUS. The Aqua 4 plant uses the trough to heat to 248 °F, mineral oil in a tube suspended in the focus line of the mirror. The oil heats a 10-stage evaporative system that purifies 93% of the input water and
drives an absorption heat pump created by WaterFX to recover and reuse low-grade steam. The remaining 7% goes into a crystallizing process to extract the remaining salts, chemicals and minerals. A molten-salt solar-heat storage system backed by a propane heater ensures around the clock operation. Reverse-osmosis desalination has a 50% recovery rate. The WaterFX Aqua 4 system achieves a 100% recovery rate, producing bags of salt. WaterFX with its partner ATSI Inc. are proposing a 50-collector, 2,200-af/yr. plant in the same location and operational by the end of 2014. Tests have been done on a system that can produce 40-gallons/min.

Ref: ENR, March 2014 pp. 15

b) Contractors will have more flexibility in controlling storm-water discharges from construction sites under EPA’s new revisions to its effluent guidelines to take effect May 5, 2014, to the 2009 rule. The change relates to the 2009 rules numeric discharge limit of 280 nephelometric turbidity units (NTU)/(20 or more acres-one time). NTU is a unit measuring the lack of clarity of water. Water containing 1-mg of finely divided silica/liter has a turbidity of 1-NTU. The revised rule published in the March 6 Federal Register withdraws the limit completely because it applied to wet and dry areas all over the nation. It also clarifies the applicability of best management requirements for stabilizing soil, preserving topsoil, and preventing pollution in the construction phase only, and allows for infeasible conditions. The old rule would add $6,000 to the cost of building a home.

Ref: ENR, March 17, 2014 pp.5

C) The state Department of Water Resources (DWR), and U.S. Bureau of Reclamation (BR), on 4-18-14 said that they would allow more water to flow to MWD that supplies the San Diego region, says SDCWA. Some farmers will get more water too. The state said they will send 5% from 0% or 200-af enough for 400E3 homes/yr. MWD would receive 50% and SDCWA a portion of that. BR will increase deliveries to farmers north of the Sacramento San Joaquin Delta to 75% of normal from 40%. The Westlands Water District is not receiving any water as they have no legal entitlement to supplies when there is a shortage. Extra water will be stored in the San Luis Reservoir near Los Banos and could trickle down to Westlands. Refuges for migrating waterfowl will suffer along with in-stream flows for fish.


d) Article on a denitrification filter system to reduce the 35E3 lbs. of nitrogen and 6E3 lbs. of phosphorus that enters the Black River Wastewater Treatment Plants present treatments reduction of 70% to 90% by 2017 to the Chesapeake Bay Watershed from the peak flows of 180-mgd to 449-mgd to the treatment plant in Baltimore, Maryland. The current regulated limit of discharge of 8.0-mg/L. The filters will use a proprietary TETRA® Denite® fixed-film biological medium process by Severn Trent Services.

Ref: Civil Engineering, April 2014 pp. 24 and Google: tetra, chesapeake bay

e) Article on Carlsbad’s desal project on land leased from NRG Energy Inc. of Houston, TX. The article describes the process and shows good pictures and graphics. The Pacific Ocean in the area has a salinity of 33.5/1,000 (ppt) and will be treated to a salty of 0.2-ppt for the local and regional water supply with a brine release of 65-ppt that will be diluted by discharge water from the adjacent power plant to 40-ppt before being released back to the Pacific Ocean to meet a requirement that the released water be no more than 20% greater than the background salinity of the ocean.
f) Article on a desal plant in San Antonio, TX, owned by the San Antonio Water System (SAWS), that will produce 12E6-gal/d from the treatment plant of brackish groundwater and be in operation by 2016. With future expansions to the $192E6 facility SAWS will be able to meet a large portion of the region’s water needs by 2026, and be the largest inland desal project in the U.S. Water will be drawn from the Carrizo-Wilcox Aquifer that has been regarded too salty for use, with levels of total dissolved solids ranging from (1,300 to 1,500)-mg/L that will be filtered by reverse-osmosis (RO), membranes to make drinking water. Water will be from 1,500-ft deep wells, treated and sent to the Twin Oaks Aquifer Storage and Recovery Facility to connect to the distribution system. The pretreatment will include chemical adjustments to control pH and scaling and sent through a cartridge filter to remove particulates. The water will then be pumped to the first RO skids with 80% recovery and the reject water will enter the concentrate skids for additional water, with an overall 90% recovery rate from the two skids. The 1.1-mgd of reject water will be sent to 5,100-ft-deep injection wells. Construction will start in June 2014 and be completed by October 2016. Expansions will be completed in 2021 and 2026 that then will provide 15% of the region’s annual water demand at ($1,150 to $1,200)-af.

Ref: Civil Engineering, April 2014 pp. 22-23

g) A U.S.-Mexico water release at the Morelos Dam west of Yuma of 105-af on March 23, 2014 will “pulse flow” the Colorado River Delta for eight weeks under the minute 319 agreement of November 2012.

Ref: U-T San Diego 3-5-14 pp. A8

4. Pipeline and Tunnel Issues

a) Construction Union presidents joined with the petrochemical industry to clear a political path for the Keystone XL Pipeline and with a partnership with the American Petroleum Institute to stop a halt in hydro-fracturing in Ohio. Exxon would build a multibillion-dollar expansion petrochemical plant in Baytown, TX. Union officials say the pipeline would create 20,000 jobs.

Ref: ENR, March 17, 2014 pp. 8


Ref: American Gas, April 2014 pp. 19

c) The Obama administration is extending indefinitely its review of the Keystone XL pipeline says the State Department, on 4-18-14 saying the dust needs to settle in the politically fraught decision in NE. A judge overturned an approval for the projects state law in February 2014.

Ref: U-T San Diego 4-19-14 pp. A4

5.) Transportation Environmental Issues
a) Article on lowering emissions with NGVs in Santa Monica, CA. Southern California Gas Co.'s study "Pathways to Near-Zero-Emissions Natural Gas Heavy Duty Vehicles" says transit fleets are slow to buy zero-emissions vehicles and manufactures are slow to sell more battery-electric vehicles because of heavier workloads are challenges to electric propulsion systems. The study recommends NGVs that emit NOX's at levels well below current federal heavy-duty engine standards. New technology will reduce NOX's an additional 75% in the next few years. Obama will push for new standards for medium and heavy-duty trucks by March 2016. In 2011 they ordered a 10% to 20% reduction in fuel consumption and GHG.

Ref: American Gas, April 2014 pp. 16-17

b) Article on flooding from hurricane Katrina in the Gulf Coast and its effects on the area.

Ref: Civil Engineering, April 2014 pp. 47-57

6.) Transportation Financial Issues

a) Article on how to solve the nation’s infrastructure needs. Raising local user fees and taxes for transportation projects and assets life cycle are mentioned and AECOM says the federal government will still need to hold-up the funding needs for transportation. Use of fees for vehicle miles traveled are on the table, carbon tax, federal loans for transportation projects, and MAP-21 is stated to fund $105E9 for 2013-14. MAP-21 expanded the TIFIA loan program by eightfold and demand is still exceeding supply. Private-activity bonds (PABs), started in 2005 with a cap of $15E9 are moving slow. BIM and virtual design and construction VDC for project delivery has moved to 71% today from 28% in 2007.

Ref: ENR, March 17, 2014 pp. 34-40

b) Mayor Kevin Faulconer proposed a $2.97E9 budget for the coming fiscal year beginning July 1, 2014. He is adding jobs in infrastructure, library, fire fighters, and the police departments. The general fund that excludes sewer, water, and capital projects would decrease by $40E6 from $1.22E9 to $1.18E9. Libraries will get $45.2E6.

Ref: U-T San Diego 4-14-14 pp. B1

7.) Airport and Global Space Issues

a) Article on more planning of airports using LEED standards and Chicago O’Hare International Airport’s “Sustainable Airport Manual”. San Francisco International Airport (SFO), will inform some $4.2E9 of work over the next eight years including Terminal 1, baggage-handling, new hotel, and air-traffic-control tower. Use of P3’s, building-information-modeling and geographic-information-system tools are also gaining use.

Ref: ENR, March 2014 pp. 39 and November 24, 2008 pp. 70

b) Article on the $1.5E9 Tom Bradley International Terminal (TBIT), at the Los Angeles International Airport (LAX). They use Prolog to create a BIM workflow based on bid documents, Vico Office 5D BIM software to create model-based construction-caliber quality takeoffs and refine the bid, and used the mobile version of Prolog software for project management, field administration and document control. 4D simulations of the flow line schedule were produced and 3D laser scanning was used to document as-is and as-built conditions.
Ref: ENR, March 17, 2014 pp. T13

c) International travel is up in San Diego at Lindbergh Field driven by service to Mexico and Japan. The San Diego International Airport had 627E3 international passengers in 2013 up 21.5% from 2012 and accounts for 3.5% of the overall travel at the airport. In all 17.7E6 domestic and international passengers used Lindbergh in 2012. The all-time high was 18.3E6 in 2007.

Ref: U-T San Diego 2-6-14 pp. C1 & C5

d) Malaysia Airlines announced another plane was forced to make an emergency landing on 4-21-14 after one of its tires burst on take-off.

Ref: U-T San Diego 4-21-14 pp. A8

e) Property owners and civic leaders in Little Italy say growth in their community will be stifled by development restrictions approved by the San Diego County Regional Airport that were updated for the first time in 22 years on April 3, 2014. The guidelines are based on the Department of Transportation and adopted by the land-use plan that regulates the size of new buildings under the flight path of the airport. Angela Jamison says there is room to change in the state formula that restricts development for safety.

Ref: U-T San Diego 4-20-14 pp. A10

f) Article on the $100E6 space shuttle Atlantis exhibit at the Kennedy Space Center Visitor Complex at Florida’s Cape Canaveral.

Ref: Civil Engineering, April 2014 pp. 58-63

g) NASA’s robotic moon explorer Lunar Atmosphere and Dust Environment Explorer (LADEE), traveling at 3,600 mph executed a planned crash and presumably vaporized on the back side of the Moon. It was on a 100-day science mission.

Ref: U-T San Diego 4-19-14 pp. A10

h) A planet called Kepler-186-f orbiting the star Kepler-186 meets two basic requirements for life. Its size is similar to Earth and it gets the right amount of stellar radiation to support liquid water and has been found in the “Goldilocks zone”, that area that is the right distance from its star to support life as we know it. The planets star is about half the size of our sun. The planet is 10% larger than Earth and was found by the SETI Institute.

Ref: U-T San Diego 4-18-14 pp. A4

i) Airlines have reacted to high fuel costs by offering fewer seats and eliminating non-profitable routes that have competing startups unable to compete and they are being cut out. 10-years ago jet fuel was $1.42/gal but in 2013 it was $3.08/gal and fuel costs are higher than salaries, wages, and benefits. They burned some 16E9-gallons of fuel in 2013 at a cost of $23E9. Airlines have grounded older jets, charged for baggage, and raised other fees. They have had profits for the last five consecutive years.

Ref: U-T San Diego 4-17-14 pp. C3
j) The Navy’s Bluefin 21 submarine began searching for the lost Malaysian flight 370 jet. It encountered water deeper than 15E3-ft and was sent to another location because it is designed for a maximum of 15E3-ft and if it goes below 4,500-m the programed software will send it to the surface. 11 military and 3 civilian planes continue to search the 21E3-m² area that is thought to be the crash site.

Ref: U-T San Diego pp. A4

8.) Border Issues

a) Tijuana-Ensenada toll road users have been directed to the Rosarito-Ensenada Free Road because of a collapsed 330-yard section of the road last year. Ground zero is kilometer 93 a part of the road that has suffered cracks since 2011. Capufe contracted with a Spanish company to construct a giant rock retaining wall to stabilize the hillside. Three months into the project on December 28, 2013 a massive landslide caused parts of the road to sink as much as 100-feet. Concrete pilings and a subterranean drainage system have been designed to capture moisture in the soil. Underground moisture is the leading cause says Luis Mendoza Garciolazo a geologist at CICESE in Ensenada. The conditions are similar to Devil’s Slide in San Mateo, CA. The road has helped to develop the Gold Coast for five decades.

Ref: U-T San Diego 4-13-14 pp. A6

b) Food prices are up, orange juice is up 11% because of the drought, coffee is up 78% because of global problems, bacon is up 13% because of a porcine epidemic diarrhea, from China in 27 states in the pork chain. 2.7E6 to 6.6E6 pigs have died in the last year shrinking the herds by 3% to 63E6 pigs. It takes 6-months from birth to market weight for a pig. The epidemic has also spread to Canada and Mexico.

Ref: U-T San Diego 4-9-14 pp. C1 & C2

c) Fresh water reached the Colorado River Delta restoration site in Baja California this week 4-(6-9)-14 after its release on March 23, 2014. The 750-acre site is part of a riparian area in the delta known as Laguna Grande. The water took two weeks to reach the site after a “pulse flow” at the U.S.-Mexico border. The pulse flow will be followed by a longer term, less intense base flow aimed at supporting the new vegetation. They expect an up growth of mesquite, cottonwood, and willow trees that once flourished in the area.

Ref: U-T San Diego 4-10-14 pp. B2

d) Alan Bersin says Mexico is a rising force and the gateway to other countries that are critical to the continent’s economic development over the next generation. China faces challenges due to political problems to reconcile its economy with its political system. He says from Columbia to the Arctic is where the power is to a La Jolla Country Day School attendance crowd. Mexico is not impoverished, citing its $1.17E12 economy, 13th largest in the World and its birth rate has dropped from 5.7/woman birth rate to 2.1/woman.

Ref: U-T San Diego 4-9-14 pp. B2

e) China’s economic growth slowed in the first three months of 2014 to 7.4% and on a quarter-to-quarter bases economic growth from January to March slowed to 1.4%.

Ref: U-T San Diego 4-17-14 pp. C4
f) A ground breaking plan was cleared of its final hurdle for an International Port of Entry linking San Diego directly to Tijuana’s A.L.Rodriguez International Airport. It will allow departing airline passengers to park their cars in San Diego and walk across a bridge to board a plane in Tijuana and a U.S. Customs facility to cut down on waiting times. U.S.-based Otay-Tijuana Venture has agreed to build the Customs Inspection Facility and pay for the staffing says R. Gil Kerlikowske commissioner of U.S. Customs and Border Inspection. The project will start in May 2014, will be paid for by toll-paying ticketed airline passengers and will have a 525-ft bridge with 65E3-ft² structure on the U.S. side with an inspection area. The development group is headed by Chicago’s Sam Zell. Construction is projected to be done by summer 2015. The tolls will be ($13 to $17/passenger.


g) Report on Mexican drug cartels show they are turning to kidnapping ordinary people and using extortion to make money now. Acapulco had 883 homicides in 2013. A USD study “Drug Violence in Mexico” says there have been 23,640 murders since Peña Nieto took office in December 2012 a 15% drop from 2012 but data is questionable. The highest murder rates are in Guerrero, Mexico, Chihuahua, Sinola, and Jaisco. In 2012 they were in Nuevo Leon, Chihuahua, Tamaulipas, Veracruz, and Morelos. Mexico’s homicide rate is about average for the America’s well below Honduras and Venezuela, but higher than the U.S., Cuba, and Canada. There were 492 homicides in Tijuana in 2013 up from 320 in 2012.

Ref: U-T San Diego 4-16-14 pp. A1 & A6

h) $1.9E6 for homeless shelters will now be shifted to homeless services such as the seven existing programs: 1) $800E6 to the adult shelter. 2) $400E3 for the case management software to share data with, grade the system, and apply for more grants. 3) $150E3 to the Check-It Storage Center. 4) $300E3 to the Connections Housing Center. 5) $120E3 to the Inebriate Program. 6) $40E3 to the Homeless Outreach Team. 7) $40E3 to the Neil Good Day Center.

Ref: U-T San Diego 4-16-14 pp. B1 & B3

i) There was a $206E9 increase in offshore profits of the largest U.S. companies in the wireless industry.

Ref: U-T San Diego 4-16-14 pp. C3

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San Ysidro Intermodal Transportation Center Study

Transportation Committee May 2, 2014

San Ysidro ITC Study

- Project Need
  - Busiest international land border crossing in the world
  - 35,000 northbound vehicles and 25,000 northbound pedestrians daily
  - Transportation services in multiple locations
  - Create a welcoming gateway
Public Outreach
- Public workshops
- Casa Familiar Sin Límites
- San Ysidro High School
- Pedestrian surveys
- Border Transportation Council
- San Ysidro Smart Border Coalition
- Coordination with SIDUE
- Property owners
- South County Economic Development Corporation
- City of San Diego Planning Commission

San Ysidro Intermodal Transportation Center Concept
San Ysidro Intermodal Transportation Center Concept

**Phase I – Initial Public Facility**

- Land acquisition
- Earthwork and retaining wall
- Expansion of the trolley platform
- Relocation of trolley tracks eastward and elimination of crossing conflicts
- Interim bus center
- Passenger pick-up and drop-off
- Bike center
- Street and landscaping efforts
- Retail at bus center and plaza

Estimated cost: $95 million
Phase II – Ultimate Public Facility

- Bus center
- Plaza-level retail
- At-grade car parking
- Station canopy
- Estimated cost: $43 million

Phase III – Private Sector Development

- Parking structure
- Street-level retail
- Additional commercial space, potentially in the form of a hotel and office and/or institutional space
- Building costs for Phase III to be borne by the private sector
- Timing and elements to be determined by private market interests and demands
Potential Funding Sources

- Traditional: federal, state, and local funding
- Project-generated revenues
- Non-traditional funding
  - Public (infrastructure finance district, passenger facility charges)
  - Private (sponsorship/naming rights)

Scenario 1: Traditional Publicly-Financed – Phases I and II

- Two years for preliminary engineering/design development and environmental clearance
- Two years for land acquisition, final design/construction drawings and bidding
- 2.5 years for construction and commissioning
- Approximately 6.5 years
Scenario 2: Public-Private Partnership with Single-Phase Construction

- Public-private partnership (P3) consortium would carry the financing of the project
- Approximately four years to contract, design, and construct the entire project using the design-build method
- Entire facility could open at approximately the same date as the Phase I facility in the traditional funding approach
- Approximately four years

Future Implementation Steps

- Seek funding to:
  - Develop a project prospectus to highlight the key features and benefits of the project
  - Engage key transportation and advocacy groups
  - Pursue public-private partnerships
  - Continue conceptual design of the project in collaboration with the community
  - Initiate pilot projects that provide more immediate improvements to the SYITC area
Next Steps

- May 2, 2014: Draft report released for public comment
- June 2014: Final study report
Background Information

- Board approved a network of Bus Rapid Transit (BRT) services to provide travel choices
- Partnership between MTS, Caltrans, and SANDAG
- The first all-day Rapid service using Express Lanes will begin operations on June 8 between Escondido and Downtown San Diego via Interstate 15
Goals for Marketing Rapid

- Introduce Rapid to the target audience
- Raise awareness of Rapid as a viable transportation choice
- Increase use of Rapid to help reduce congestion
Rapid Campaign Strategy

- Call-to-action campaign
  - Promote the use of Rapid
  - Educate audience about Rapid routes, destinations
  - Increase awareness among transit dependent riders
  - Increase interest among riders who have a choice
  - Change the perception of mass transit use among the target audience

Key Messages

- Brand promise to riders
  A new level of transit service providing a convenient and fast ride to where you need to be

- Brand characteristics
  Convenient, cost-effective, reliable, fast, comfortable, direct, frequent, and safe
Marketing the Service Launch

Advertising elements

- Signage
- Brochure/flier
- Website
- Direct marketing
- Drive-time radio
- Billboards
- Mobile advertising
- Social media
- Promotional items

Out of Home
Digital Advertising

Hands-Free Travel | Practice Safe Text

Hands-Free Travel | No Splash Zone
Coming Soon...
Beginning June 8, you will have a new, hands-free way to travel to some of your favorite destinations.

Bus Wrap

RapidMTS.com
Online and Social Media Outreach

• Outreach approach
  – Awareness and participatory campaigns
  – Infographics
  – Geo-targeted ads
  – Photo/video contests to tell rider stories

Employer Outreach

• Outreach approach
  – Take advantage of existing iCommutte outreach
  – Health and wellness fairs at top employers in the corridor
Student Outreach

- **Outreach approach**
  - Materials for student packets
  - Attendance at fairs in student unions
  - On-campus advertising

Community Outreach

- **Speakers bureau**
  Presentations to community groups, business organizations

- **Civic events**
  Attendance at other local community events

- **Member agency communication**
Launch Celebration

• Sunday, June 8, 10 a.m. – 1 p.m.
• Neighborhood-based rolling party
  – Build community ownership
  – Engage elected officials
  – Neighborhood leaders
  – Media outreach

One Sweet Ride