

Appendix CC:

The 2020 Coordinated Plan

Final
December 2021

The 2020 Coordinated Plan



One Region | One Network | One Plan

The Regional Short-Range Transit Plan &
Coordinated Public Transit-Human Services
Transportation Plan

SANDAG

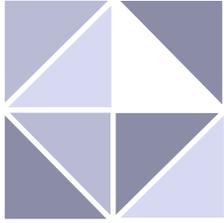
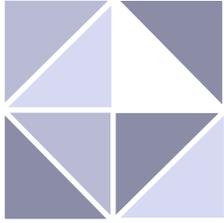


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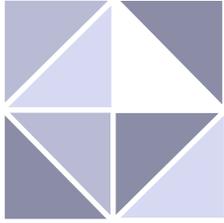
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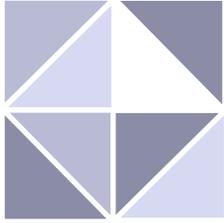
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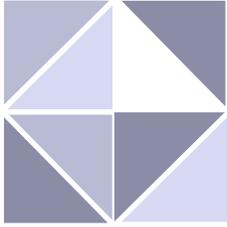
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EXECUTIVE SUMMARY

The Coordinated Plan provides a five-year blueprint for the implementation of public transit and social service transportation concepts described in the long-range San Diego Association of Governments (SANDAG) San Diego Forward: The Regional Plan. The Coordinated Plan is unique in that it combines the regional requirement for a Short-Range Transit Plan with the federal requirement for a Coordinated Plan into one concise planning document. Additionally, the combination of transit and social service transportation provides an opportunity to evaluate all available transportation services in the region.

Along with the evaluation of transportation services, the Coordinated Plan establishes a unified regional strategy to provide transportation to the most sensitive population groups in the county, including seniors, individuals with disabilities, and persons with limited means, among other recognized transportation-disadvantaged population groups. While there is currently a range of transportation services available to these population groups, gaps in service remain due to geography, limitations in transit service, funding constraints, eligibility, knowledge, and training. However, the availability of funding programs specifically tied to the Coordinated Plan enables SANDAG to help put strategies into action to help meet the identified unmet transportation needs of these population groups.

Background Requirements

Coordinated Plans have been a requirement of the two previous federal surface transportation laws, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and Moving Ahead for Progress in the 21st Century Act (MAP-21). On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act continues the federal requirement that a Coordinated Plan must be developed and updated not less than once every four years. The FAST Act requires that the Coordinated Plan include the following components:

- ▶ An assessment of current transportation services
- ▶ An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes
- ▶ Strategies to address the identified gaps between current services and needs
- ▶ Priorities for implementation based on resources, time, and feasibility

Detailed Plan Overview

A prominent theme of this year's plan is to further define the administration and implementation of the FAST Act in regards to specialized transportation grant programs, such as Section 5310, Enhanced Mobility for Seniors and Individuals with Disabilities. The Coordinated Plan not only helps to identify transportation-disadvantaged population groups, but also works to address the specific travel needs of each group. While past plans have focused on a passenger-first perspective toward planning, this plan addresses a more holistic view of what services will meet the population's needs as a whole over the next five years. The following sections include a brief overview of the Coordinated Plan chapters.

▶ Chapter 1 - Introduction

This chapter describes the approach to the development and implementation of the Coordinated Plan. The chapter also identifies each of the formal regional, state, and federal requirements fulfilled by this Coordinated Plan.

▶ Chapter 2 - Community Outreach and Public Involvement

This chapter describes the extensive community outreach and public involvement that helped shape the 2018 Coordinated Plan. The community outreach program included three outreach meetings within the region and two focus groups, and satisfied the federal requirements to ensure diverse public input in determining local transportation needs.

▶ Chapter 3 - Transportation Assessment of the San Diego Region

This chapter provides an index of the existing public transit, inter-city systems, for-hire transportation and transportation network companies, shared mobility services, transportation demand management, specialized transportation services, access to key destinations, and regional emergency preparedness efforts.

▶ Chapter 4 - An Assessment of Transportation Needs

This chapter identifies transportation-disadvantaged sub-populations, including seniors, individuals with disabilities, low-income individuals, and other transportation-disadvantaged groups, including Limited English Proficient (LEP) persons, veterans, refugees and asylum seekers, and youths (including foster and homeless youths), and provides an assessment of these populations' transportation needs. These assessments are important for planning and operating effective transit and specialized transportation services. Maps are included in this chapter to display the distribution of transportation-disadvantaged populations.

▶ Chapter 5 - Strategies and Projects to Address Transportation Gaps

This chapter identifies gaps in transportation services and strategies to address those gaps. The analysis and identification of service gaps within San Diego is based on a compilation of sources ranging from a review of the Chapter 4 demographic data, to the availability of transit services and outreach efforts targeting both transportation providers and passengers. The identification of service gaps, as well as strategies to meet those gaps found in this chapter, sets the stage for the prioritization of strategies developed for Chapter 6.

▶ Chapter 6 - Priorities for Project Funding

This chapter provides strategic direction to assist SANDAG in selecting projects funded through the Section 5310 program under MAP-21 and the FAST Act, and *TransNet* Senior Mini-Grant programs. The strategies in this section were developed to meet the regional transit and specialized transportation needs as identified through the various outreach efforts, demographic research, previous survey efforts, and transportation inventory analysis completed over the last five years.

▶ Chapter 7 - Funding

This chapter describes the major sources of public transit and specialized transportation funds available from federal, state, and local sources. The chapter includes detailed tables noting funds distributed to date through the SANDAG specialized transportation programs and reviews other potential regional and local revenue sources.

▶ Chapter 8 - Measuring Our Success

This chapter begins with an overview of the goals and policies of the Regional Plan and how they have been refined and enhanced in this Coordinated Plan to evaluate the transit and social service transportation system. This is followed by the overall goals and objectives to guide the development of the transit and social service transportation systems over the next five years. Finally, since transit funding also is tied to state funding sources, a description of the state-mandated evaluation process also is included in this chapter.

▶ Chapter 9 - Implementation

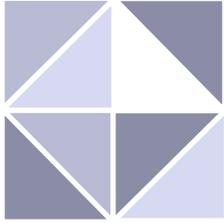
This chapter explains how SANDAG will serve as a conduit for federal, state, and local funding of existing and future services recommended in this Coordinated Plan. Under current federal regulations, the Coordinated Plan enables the distribution of federal funding under the Section 5310 program. The Coordinated Plan also allows the distribution of local funding for projects targeted at seniors (through the Senior Mini-Grant program), which was created through the regional transportation sales tax measure (*TransNet*).

A Regional Service Implementation Plan (RSIP) also is included in this chapter to help ensure that annual transit operational changes are consistent with longer-range regional transportation goals included in the Regional Plan. The RSIP also includes the identification of future services and needs to address regional priorities articulated in the Regional Plan and enhanced in the Coordinated Plan.

The Coordinated Plan

Chapter 1 Introduction





CHAPTER 1: INTRODUCTION

The 2020 Coordinated Plan represents the ninth edition of this plan, which combines the regional requirement for a Short-Range Transit Plan with the federal requirement for a Coordinated Plan. The Coordinated Plan is designed to implement the goals and policies in San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP) by creating an implementation plan for fixed-route transit and specialized transportation services and providing the framework for transit system development over the next five years.

The Coordinated Plan fulfills federal requirements under the Fixing America's Surface Transportation (FAST) Act legislation. The Coordinated Plan documents transit needs from a passenger perspective and includes strategies to meet those needs. It also serves as a specialized transportation plan for transportation of disadvantaged populations, such as persons with limited means, individuals with disabilities, and seniors. The Coordinated Plan is used to prioritize projects for funding through local, state, and federal specialized transportation grant programs.

The 2020 Coordinated Plan is the third edition under the current federal surface transportation bill, the FAST Act, which was signed into law on December 4, 2015. A key highlight of this plan is the in-depth discussion of how the FAST Act has shaped the future of specialized transportation grant programs. The Coordinated Plan will serve as a resource to both existing and future specialized transportation providers in the urban and rural areas of San Diego. As the regional short-range transit plan, the Coordinated Plan also assists the region's transit operators (Metropolitan Transit System [MTS] and North County Transit District [NCTD]) in identifying and addressing any identified gaps or needs where fixed-route transit is appropriate.

Chapter 1 includes the following sections:

- 1.1 A Comprehensive Regional Short-Range Transportation Plan**
- 1.2 Plan Requirements**

1.1 A Comprehensive Coordinated Plan

This Coordinated Plan includes all publicly available transportation services in one unified plan as required by federal legislation. The difference between previous versions of the Regional Short-Range Transportation Plan (RSRTP) and the Coordinated Plan is that the RSRTP only included traditional public transit operators; the Coordinated Plan expands the dialogue to also include transportation offered by social service transportation providers. Social service transportation providers can include private companies, nonprofit organizations, regional transportation assistance programs, and governmental or quasi-governmental social service agencies. Services provided by these providers, in addition to traditional paratransit, are generally referenced as “specialized transportation” in this plan. The Coordinated Plan offers a comprehensive perspective of the regional transportation system – a system that has grown to include a greater number of demand-responsive services, potential opportunities for innovative technological enhancements, social service agency assistance programs, and cooperative arrangements.

Given this broad approach, the Coordinated Plan envisions a new regional short-range plan that identifies needs and opportunities to expand or improve upon the existing transportation service framework, collaborates with all transportation providers to remove inefficiencies caused by redundant or duplicative services, and addresses social equity, environmental justice, and Title VI issues pertaining to transportation. While it is important to develop new transit services to support the region’s growing population, it is equally important to maintain and optimize the existing system to address current travel demands, improve the quality of service for current riders, and enhance its appeal to new rider markets. The Coordinated Plan seeks to improve transportation options for all populations by fostering coordination among agencies actively involved in transportation and encouraging innovative and cost-effective solutions for a more seamless network of services in the San Diego region.



► A Person-Centered Approach

In addition to bringing public transit and specialized transportation under one planning umbrella, the Coordinated Plan represents a “person-centered” approach to finding transportation solutions for the San Diego region. Under this approach, the first step is to identify and define the mobility needs of the public and the service constraints, and then determine the most appropriate solution, such as conventional fixed-route public transit, Americans with Disabilities Act of 1990 (ADA) paratransit, or specialized transportation programs.

The Coordinated Plan focuses on the identification of specific population groups that are more likely to be dependent on public transit and specialized transportation. These groups, which have been federally mandated for inclusion in the Coordinated Plan, are:

1. **Older adults** – Includes, at a minimum, all persons 60 years of age or older.
2. **Individuals with disabilities** – Includes individuals who, because of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capacity), cannot effectively use public transportation services or a public transportation facility without special facilities, planning, or design.
3. **Persons with limited means** – Refers to an individual whose household income is at or below the 200% poverty line threshold.¹

► Performance Monitoring

The incorporation of social service transportation into public transportation planning represents new opportunities, including a chance to define public transportation policies and objectives for the region. The Coordinated Plan includes a series of goals and objectives by which the complete public transportation system will be measured in future years. The Coordinated Plan incorporates elements contained in previous RSRTPs relating to the transit agencies, and more clearly evaluates those transit services by specific mode (e.g., bus, rail, paratransit, etc.) along a five-year horizon. The methodology includes and expands upon the performance measures suggested in the California Transportation Development Act (TDA) evaluation processes (see Chapter 8 for more information).

► Planning for the Future

The Coordinated Plan serves as a resource for the transit operators, specialized transportation providers, and other affiliated organizations to better serve their clients’ distinct needs and improve performance in service delivery. For example, the transit operators prepare annual Service Implementation Plans, which include annual service changes and improvements that respond to deficiencies identified through the performance monitoring program included in the Coordinated Plan. The Coordinated Plan also serves as a guide for responding to and pursuing current and potential transportation funding opportunities.

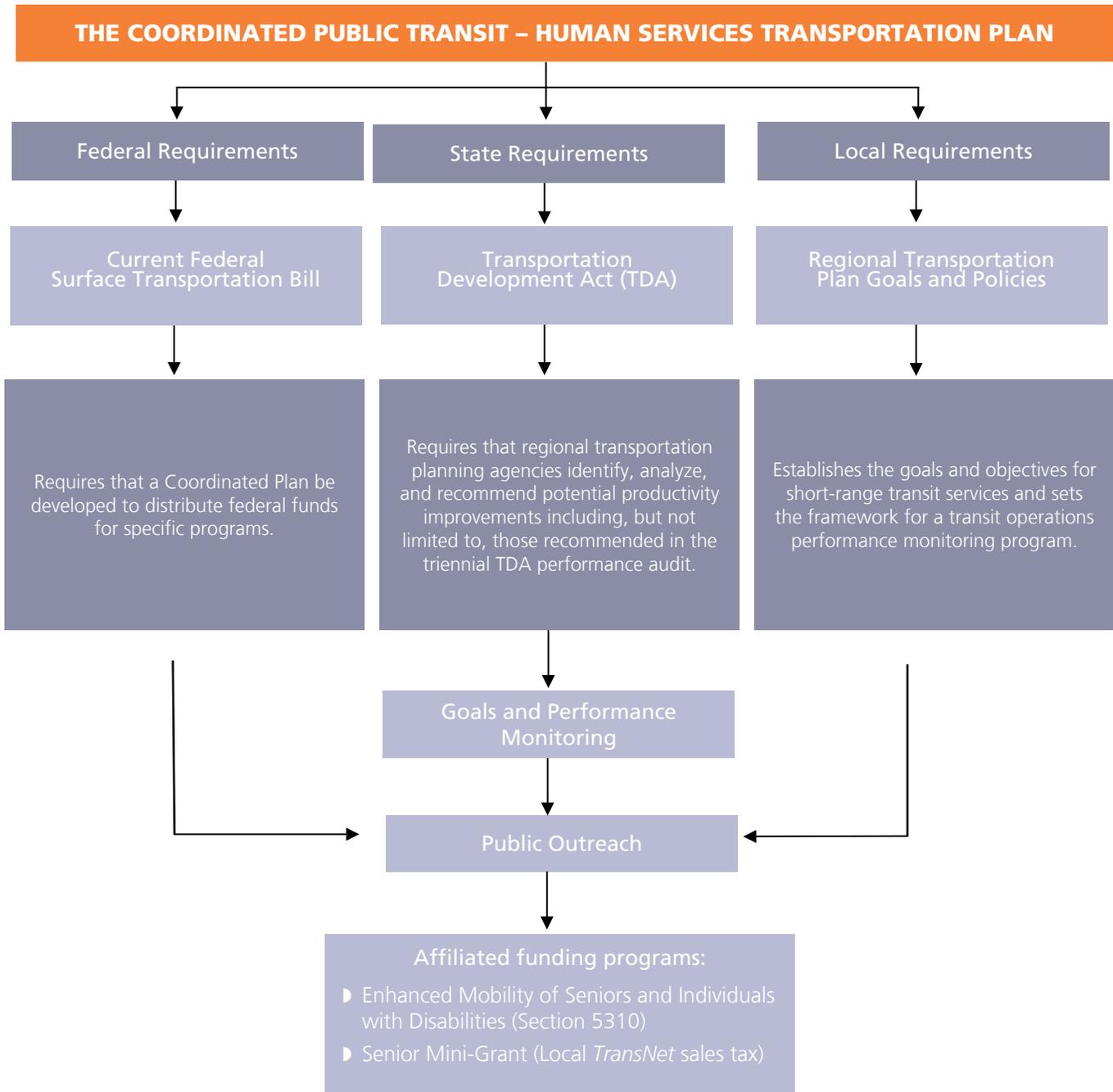
¹ SANDAG calculates poverty at the 200% poverty line threshold in order to understand the highest levels of poverty. Maps and analysis found in this plan will show the 200% poverty line which is based on the 2019 Federal RTP’s threshold.

While the plan recognizes available services within the region, it also calls out innovative and resourceful programs that are, perhaps, not currently available within the San Diego region, but may serve as a potential option to respond to the identified individual passenger’s needs.

1.2 Plan Requirements

The Coordinated Plan responds to mandates that stem from federal, state, and local guidelines which are described below:

Figure 1.1 – Coordinated Plan Requirements and Components



► Federal Requirements

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, the federal transportation bill that preceded both the FAST Act and the Moving Ahead for Progress in the 21st Century (MAP-21), included the first requirement for a “locally developed, Coordinated Public Transit-Human Services Transportation Plan” (Coordinated Plan). Both MAP-21 and the FAST Act maintained the Coordinated Plan requirement.

Under the FAST Act, the Federal Transit Administration (FTA) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when public transportation services are unavailable, insufficient, or inappropriate to meet those needs. This program is known as Enhanced Mobility of Seniors and Individuals with Disabilities (FTA Section 5310). FTA Section 5310 aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding transportation mobility options. To be eligible for funding, projects must be included in the Coordinated Plan. Section 5310 projects include both “traditional” capital investment and “nontraditional” investment beyond the ADA complementary paratransit services.

Per federal requirements, as outlined in Federal Circular 9010.7 G, the Coordinated Plan includes:

- ▶ An assessment of available transportation services that identifies current transportation providers
- ▶ An assessment of transportation needs for seniors and individuals with disabilities
- ▶ Strategies, activities, and projects to address identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery
- ▶ Priorities for implementation based on resources, time, and feasibility for implementing specific strategies and activities identified



► State Requirements

The TDA of California provides ¼% of the state sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. As the designated Regional Transportation Planning Agency, the San Diego Association of Governments (SANDAG) is responsible for the allocation of TDA funds to the public transit operators (MTS and NCTD). Per California Public Utilities Code Section 99244, a transit operator can be allocated no more than it was allocated in the prior year unless the region's transportation planning agency determines that the operator made a reasonable effort to implement the productivity improvement recommendations adopted subsequent to the last triennial TDA audit and to show desirable productivity. This reasonable effort is determined through the evaluation of three-year trend data and an annual review of actions taken by each operator to address recommendations received during the triennial audit.

► Local Requirements

The Coordinated Plan fulfills the SANDAG requirement for a RS RTP. The RS RTP provides a five-year blueprint of how the transit concepts described in the 2019 Federal RTP are to be implemented.

Per local requirements as outlined in SANDAG Board Policy No. 018, Regional Transit Service Planning and Implementation, the Coordinated Plan includes:

- Goals and objectives for short-range transit services
- Definition of the existing transit system
- Framework for a transit operations performance monitoring program as required by the TDA, and a monitoring program for social services transportation as defined by the FTA
- Identification of service gaps and deficiencies
- Evaluation of existing services and programs
- Parameters for short-range (0-5 years), new, and revised service development, as well as regionally significant and all other service adjustments
- Methodology for evaluating proposals for new and revised service
- Identification and prioritization of regional and subarea transit planning studies
- Evaluation and prioritization of new and revised services for implementation, including the adoption of an annual Regional Service Implementation Plan

The Coordinated Plan also facilitates the distribution of local funding for senior transportation programs through the Senior Mini-Grant program, which was created through the extension of *TransNet*, the local half-cent regional sales tax administered by SANDAG. In order to enhance and promote coordination, all projects funded by the Senior Mini-Grant program also must be consistent with the Coordinated Plan.

The Coordinated Plan includes the following elements at a level consistent with available resources and the complexity of the local institutional environment as required by the federal government:

- ▶ An overview of the outreach that was conducted as part of the Plan development, including participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public utilizing transportation services (Chapter 2)
- ▶ A discussion of available regional and interregional transportation services that identifies current transportation providers from the public, private, and nonprofit sectors and associated facilities (Chapter 3)
- ▶ An assessment of transportation needs for older adults, seniors, individuals with disabilities, and persons with limited means – this assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data-collection efforts and gaps in service (Chapter 4)
- ▶ Strategies, activities, and/or projects to address identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery (Chapter 5)
- ▶ Identification of coordination strategies to eliminate or reduce duplication in services and strategies for more efficient use of resources (Chapter 5)
- ▶ Priorities for implementation based on resources, time, and feasibility for implementing the specific strategies/activities identified (Chapter 6)

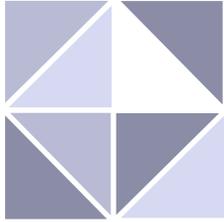
The continued attention to include rural transportation needs enables transportation projects to be eligible for additional federal funding (specifically Sections 5310 and 5311) apportioned for the rural areas and administered by Caltrans Division of Rail and Mass Transportation. Both the rural and urban transportation needs are articulated in Chapter 4 and organized as prioritized strategies in Chapter 6. Chapter 4 provides a detailed guide to special transportation needs for different population groups and the most appropriate transportation service parameters based on those population groups' individual needs.

The Coordinated Plan

Chapter 2

Community Outreach and Public Involvement





CHAPTER 2: COMMUNITY OUTREACH AND PUBLIC INVOLVEMENT

The San Diego Association of Governments (SANDAG) Public Participation Plan establishes a process for obtaining input from and providing information to the public. Public outreach is conducted for agency programs, projects, and funding to ensure that the public is informed and has the opportunity to provide SANDAG with input. The Federal Transit Administration requires that the Coordinated Plan be prepared and updated at least every four years and include significant public outreach. Since the inception of the Coordinated Plan, SANDAG has chosen to prepare updates to the Coordinated Plan at least every other year, with public outreach adjusted to reflect the extent of proposed revisions to the document. Appendix A includes the public outreach documentation for the outreach effort conducted in late 2019 and early 2020, including an outreach schedule, presentation summaries, advertisements, etc.

Chapter 2 includes the following sections:

- 2.1 Public and Stakeholder Involvement**
- 2.2 Outreach Efforts**

2.1 Public and Stakeholder Involvement

Public outreach to a wide variety of organizations¹ is required for the development of the Coordinated Plan. SANDAG consolidates its Coordinated Plan responsibilities with the regional requirement to develop a Regional Short-Range Transit Plan (RSRTP). The federal guidance states that the Coordinated Plan should be developed through a process that includes representatives from public, private, and nonprofit transportation providers, as well as participation by members of the public. Furthermore, the guidelines stipulate that members of the public should include representatives of the targeted populations, including seniors, individuals with disabilities, and low-income persons. The guidance also recommends consultation with an expansive list of stakeholders throughout all phases of the Coordinated Plan development.

► Social Services Transportation Advisory Council

California Public Utilities Code (PUC) 99238 requires each transportation planning agency to form a Social Services Transportation Advisory Council (SSTAC). The mission of the SSTAC is to review, recommend, and promote the development and use of accessible transportation services within the San Diego region. SSTAC membership is comprised of seniors; individuals with disabilities; transit and paratransit riders; representatives of social service agencies and transportation providers serving seniors, individuals with disabilities, and low-income persons; representatives of the two transit operators, Metropolitan Transit System (MTS) and North County Transit District (NCTD); and representatives of the Consolidated Transportation Services Agency (CTSA), Facilitating Access to Coordinated Transportation (FACT). The SSTAC assists SANDAG with responses to federal and state requirements and local concerns regarding accessibility. Responsibilities of the group include review and guidance on federal funding programs for the elderly and disabled, coordination of vehicles for elderly and disabled persons, special studies, and providing input on the legal and practical requirements regarding accessibility at transit facilities. As such, the group provided an excellent fit to guide the development of the Coordinated Plan. The SSTAC provided input and feedback at its regular meetings and during a public hearing.

SSTAC Public Hearing

California PUC 99238.5 requires the SSTAC to annually hold at least one public hearing to solicit the input of transit-dependent and transportation-disadvantaged persons, including seniors, persons with disabilities, and low-income persons on transportation issues. In FY 2019, this public hearing was held on May 13, 2019. In FY 2020, this public meeting was held on May 11, 2020. Appendix A includes the public notices and feedback from these meetings.

¹ Organizations may include, but are not limited to, state and local officials and elected representatives/tribal governments, private/public/nonprofit/ADA transportation providers, social service agencies involved in transportation, taxi service providers, intercity bus operators, vanpools, flex car operators, business community/employers, economic development agencies, transit riders and potential riders, protection and advocacy organizations, agencies that administer employment or other support programs for targeted populations, faith-based and community-based organizations, and school districts/colleges.

Coordinated Plan Ad Hoc Working Group

A select number of SSTAC members (less than a quorum) temporarily met to form an ad hoc working group focused on providing specific input on the Coordinated Plan. The primary responsibility of the ad hoc working group was to discuss and provide feedback on priority strategies for project funding (Chapter 6).

► Regional Short-Range Transit Planning Task Force

The Regional Short-Range Transit Planning Task Force (“Task Force”) also contributed to the update of the plan. The Task Force includes staff members from the two transit operators in the County, MTS and NCTD, along with members from SANDAG and the CTSA. The Task Force is responsible for providing insight and guidance on the planning efforts identified in San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP) to be implemented in the next five years. Since the Coordinated Plan encompasses the RSRTTP, it provides the framework for transit system development over this five-year period and equally reflects the goals and direction for service development as described in the 2019 Federal RTP. Using the 2019 Federal RTP as a conduit for addressing future planning objectives, the Task Force discussed the Coordinated Plan at its quarterly meetings and provided input on the update to the Coordinated Plan. Additionally, transit staff from both MTS and NCTD provided key performance measures used in Chapter 8. Transit agency staff members also provided the Service Implementation Plans (Appendix E) used to develop the Regional Service Implementation Plan included in Chapter 9.



2.2 Outreach Efforts

► Public Outreach Meetings

For the update process, staff held two outreach meetings, one in Central and one in North County San Diego, to encourage broad community participation. Staff also made presentations to the Tribal Transportation Working Group and the Community-Based Organizations Working Group. Outreach efforts sought to solicit input on the region's transit and specialized transportation needs. Each outreach meeting kicked off with a brief introduction to the Coordinated Plan, then gave the public the opportunity to discuss relevant topics such as accessibility, availability of services, affordability, safety and security, and service friendliness. Participants could either share their input on each topic verbally or write their thoughts on a distributed questionnaire. Staff incorporated stakeholder feedback into the refinement of existing strategies and the development of new strategies. A summary of the outreach presentations and feedback received is included in Appendix A.

The public outreach meetings were held at varying times at familiar community spaces that were accessible by public transit. Additionally, bilingual translators were provided to encourage non-English-speaker participation in the outreach process.

► Questionnaire

Staff used a questionnaire to reach a broad audience. The questionnaire, included in Appendix A, was made available in English and Spanish and included questions on the following topics related to transportation: accessibility, availability, connectivity, coordination, affordability, and safety and security.

► Focus Group

Focus groups provided an intimate setting to hold more in-depth discussion on the transportation needs of seniors, persons with disabilities, and people of limited means. Staff conducted two focus groups to inform the Coordinated Plan update. The first group was comprised of specialized transportation providers. The second group was comprised of transportation riders. The riders use multiple modes of transportation including fixed-route public transit, Americans with Disabilities Act (ADA) paratransit, and specialized transportation services. Each focus group was prompted to discuss the region's transportation needs, opportunities to improve service and coordination, and strategies to overcome existing barriers to overall service and service coverage.



► Public Hearing and Comment Period

Staff will present the 2020 Draft Coordinated Plan to the Transportation Committee at its June 19, 2020, meeting. The Transportation Committee will be asked to open a 28-day public comment period. Comments can be submitted through email, a telephone hotline, or in person at the Coordinated Plan Public Hearing scheduled to be held at the July 17, 2020, Transportation Committee meeting. SANDAG made available information on how to submit public comments during public outreach meetings and presentations as well as online through the Coordinated Plan web page, sandag.org/coordinatedplan. Comments received through the various outreach efforts and within the public comment period were recorded and factored into the Coordinated Plan’s development as appropriate.

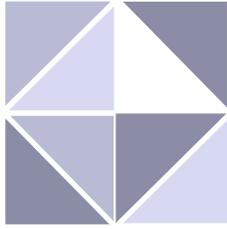


The Coordinated Plan

Chapter 3

Transportation Assessment of the San Diego Region





CHAPTER 3: TRANSPORTATION ASSESSMENT OF THE SAN DIEGO REGION

The San Diego region is home to an array of transportation choices that has emerged and continues to evolve in response to the growing needs of the region. In this chapter, we explore these different transportation options, including services and facilities providing connections to key destinations within the region and surrounding areas.

Below is an outline of the transportation discussed in Chapter 3:

- 3.1 Public Transportation**
- 3.2 Intercity Systems**
- 3.3 For-hire Transportation and Transportation Network Companies**
- 3.4 Shared Mobility Services**
- 3.5 Transportation Demand Management**
- 3.6 Specialized Transportation**
- 3.7 Access to Key Destinations**
- 3.8 Regional Emergency Preparedness Efforts**

3.1 Public Transportation

There are two transit operators in the San Diego region: Metropolitan Transit System (MTS) and North County Transit District (NCTD). These two agencies offer a variety of transit services that they either directly operate or contract with other companies to provide. As public transit operators, MTS and NCTD receive local, state, and federal funding, and are therefore subject to certain regulations. One of these funding and regulatory sources is the Transportation Development Act (TDA), which will be discussed in Chapter 7. For consistency, discussion of MTS and NCTD operations will focus on each of the fixed-route services identified in Chapter 8 for which TDA performance indicators are measured.

Providing transit service to San Diego's diverse topography, development pattern, and population is a challenge. There are services that are tailored to fit the different travel markets and operating environments which have been developed by the transit operators. Fixed-route services are categorized into the following service types:

▶ Regional Services

Regional services provide the fastest type of service and are designed to serve longer-distance travel. They connect the urban and suburban areas of the county and provide point-to-point service for major employment centers.

▶ Corridor Services

Corridor services provide high-frequency rapid transit services along major travel corridors, usually in urban areas. Urban corridor routes generally serve medium to high land use densities with well-developed transit and pedestrian facilities. These concentrated areas contain mixed-use developments serviced by frequent transit services throughout the day. The transit services found in these corridors are generally the most productive and cost-effective within the system. Corridor services also can be found in suburban areas with fewer—but centrally located—stops along the way.

▶ Local Bus Services

Local bus services can serve urban, suburban, and some rural areas, providing shorter-distance trips with frequent stops. In urban areas, local bus services serve medium to high land use densities where core routes of the transit system are found with feeder services to suburban and outlying areas. Service is typically productive with higher frequencies and longer service spans than suburban and rural routes.

In suburban areas, local bus services serve low to medium land use densities and often provide intercommunity service and feeder service to major regional routes. Distances between stops may be less consistent than urban routes due to the changing land uses and densities along the route. Suburban routes are not expected to be as productive and cost-effective as the urban routes due to the lower travel demand and lower land use density surrounding the route.

In rural areas, local bus services provide a lifeline level of service. These services have low frequencies and a constrained span of service. Therefore, productivity and cost-effectiveness are low due to low-density, limited ridership and the distance these routes must travel to and from the urban core.

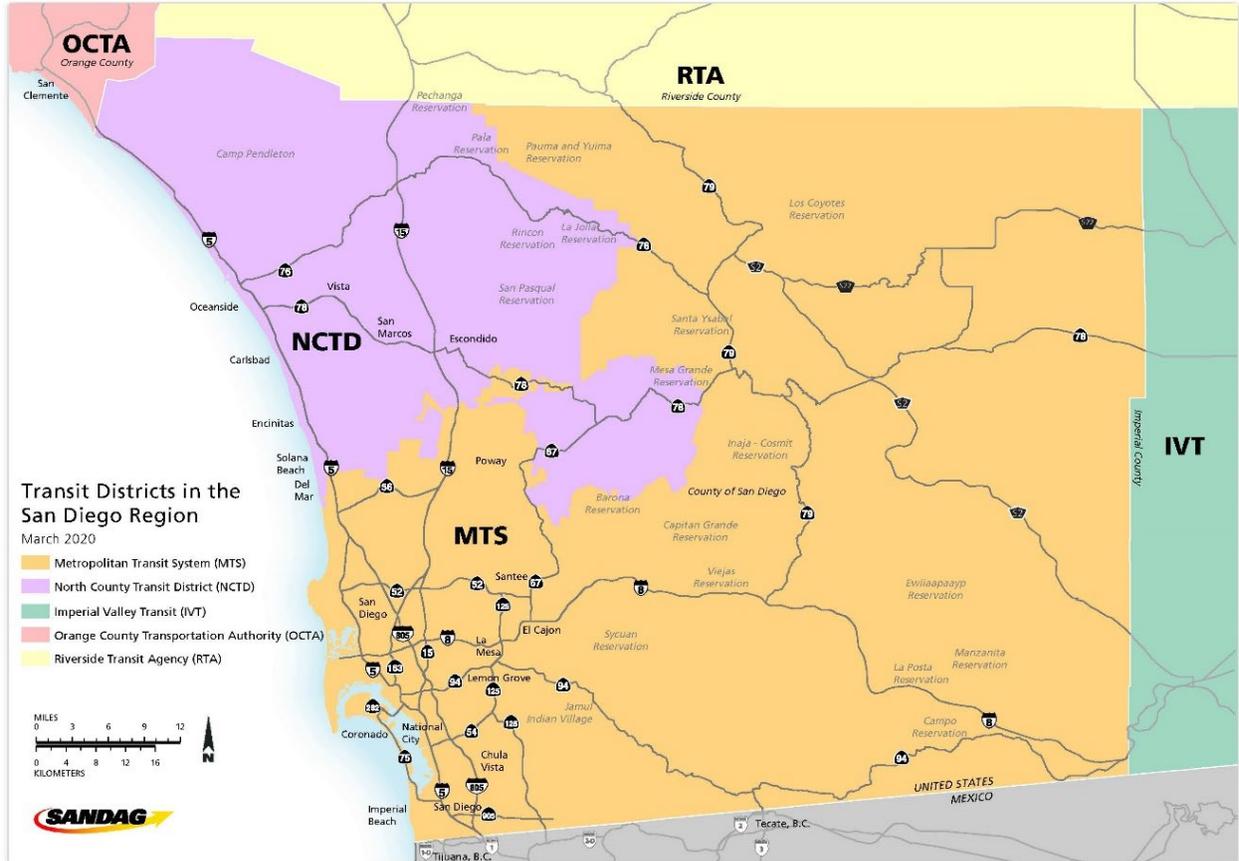
► Community Bus Services

Community bus services are local shuttles that provide circulation within and between neighborhoods. These services generally have short routes. Community bus services may serve specialized routes tailored for specific travel markets, such as school or shopping trips. Since limited service is provided only at the optimal time to capture the majority of the travel market, community bus services tend to be productive, but less cost-effective. This is due to low passenger turnover and high nonrevenue to revenue service ratios, particularly during peak-hour periods.

Additionally, this section will discuss Americans with Disabilities Act of 1990 (ADA) complementary paratransit services. The ADA prohibits discrimination and establishes equal opportunity and access for persons with disabilities. To this end, the ADA establishes several principles by which the transit operators must abide. The ADA mandates that transit operators provide paratransit services for trips beginning and ending within a three-quarter mile radius of regular fixed-route services. Paratransit is unique in that it provides origin-to-destination service for those unable to reach a fixed-route transit stop or station due to a qualifying disability. The ADA allows transit providers to offer pick-up times for paratransit services up to one hour before or one hour after the requested travel time in order to ensure efficient service. Paratransit fares cannot exceed twice the full fare for regular fixed-route services. Additionally, the ADA allows for a Personal Care Attendant to accompany a paying passenger on paratransit at no charge. MTS and NCTD comply with ADA regulations by making fixed-route transit safe and accessible for all individuals and by providing complementary paratransit services in accordance with the ADA.

A more detailed description of the services provided by MTS and NCTD, along with route statistical information, is included in Appendices B and C. Public transit services in Orange, Riverside, and Imperial counties connect to services in San Diego County and therefore are discussed in this section as well. The map in Figure 3.1 shows the service area of MTS, NCTD, and transit operators in the surrounding area.

Figure 3.1 – Regional and Neighboring Transit Operators



► Metropolitan Transit System

MTS provides bus, light rail, and paratransit services for approximately 570 square miles of the urbanized areas of San Diego County as well as the rural parts of East County. In total, MTS serves an area of 3,240 square miles and approximately three million people.



MTS Bus

MTS operates 102 fixed bus routes. These services include regional routes (MTS *Rapid* and MTS *Rapid Express*) as well as local, urban, and rural routes. Additionally, five MTS routes provide connections from the Sorrento Valley COASTER Station to nearby employment centers. Table 3.1 summarizes the different routes by service type and lists the one-way adult fares and Senior/Disabled/Medicare (SDM) fares.

Table 3.1 – MTS Routes and One-Way Fares as of September 1, 2019

Service Type	Route Numbers	One-Way Fare	
		Adult	SDM
MTS Bus	1-18, 25-44, 83-105, 115, 120, 701-875, 901-945A, 955-968, 992	\$2.50	\$1.25
MTS <i>Rapid</i>	<i>SuperLoop</i> (201/202, 204), 215, 225, 235, 237	\$2.50	\$1.25
MTS Express	20, 50, 60, 110, 150, 950	\$2.50	\$1.25
MTS <i>Rapid Express</i>	280, 290	\$5.00	\$2.50
MTS Rural	888, 891, 892, 894	\$8.00	\$4.00
MTS Sorrento Valley COASTER Connection	972, 973, 974, 978, 979	Free with valid COASTER pass	Free with valid COASTER pass

The San Diego Association of Governments (SANDAG) and MTS introduced *Rapid* services in June 2014 with the start of MTS *Rapid* Route 235. *Rapid* 235 provides high frequency service on the Interstate-15 (I-15) corridor from Escondido Transit Center to Downtown San Diego. Mid-City *Rapid* Route 215 began in October 2014 and provides a one-seat ride (no transfers) between San Diego State University and Downtown San Diego via College Avenue, El Cajon Boulevard, and Park Boulevard. *Rapid* Route 237 also began in October 2014, and now operates between UC San Diego (Gilman Transit Center) and the Miramar College Transit Station via Mira Mesa Boulevard and La Jolla Village Drive. Most recently, South Bay Rapid route 225 began service in September 2018, and operates between the Otay Mesa Transit Center and Downtown San Diego via Interstate 805.

SuperLoop Rapid Route 201/202 provides high-frequency service in the north University City/Golden Triangle area, serving destinations such as UC San Diego, Westfield UTC, La Jolla Village Square, Costa Verde Shopping Center, and Scripps Memorial Hospital. *SuperLoop Rapid* Route 204 provides a community circulator in eastern University City.

Rapid Express is a weekday, peak-hour service along the I-15 corridor, with southbound service in the morning and northbound service in the evening. *Rapid Express 280* operates between Escondido Transit Center and Downtown San Diego with one stop at the Del Lago Transit Station. *Rapid Express 290* operates between Rancho Bernardo and Downtown with one stop at the Sabre Springs/Peñasquitos Transit Station.

MTS Trolley

San Diego Trolley, Inc., a subsidiary of MTS, operates four light rail Trolley lines: UC San Diego Blue, Orange, Sycuan Green, and SDG&E Silver. Combined, MTS Trolley operates over 54.3 miles of rail and serves a total of 55 stations. The Trolley provides high-frequency corridor service seven days a week. Regular one-way fare for all Trolley lines is \$2.50. Route descriptions for each Trolley line as follows:

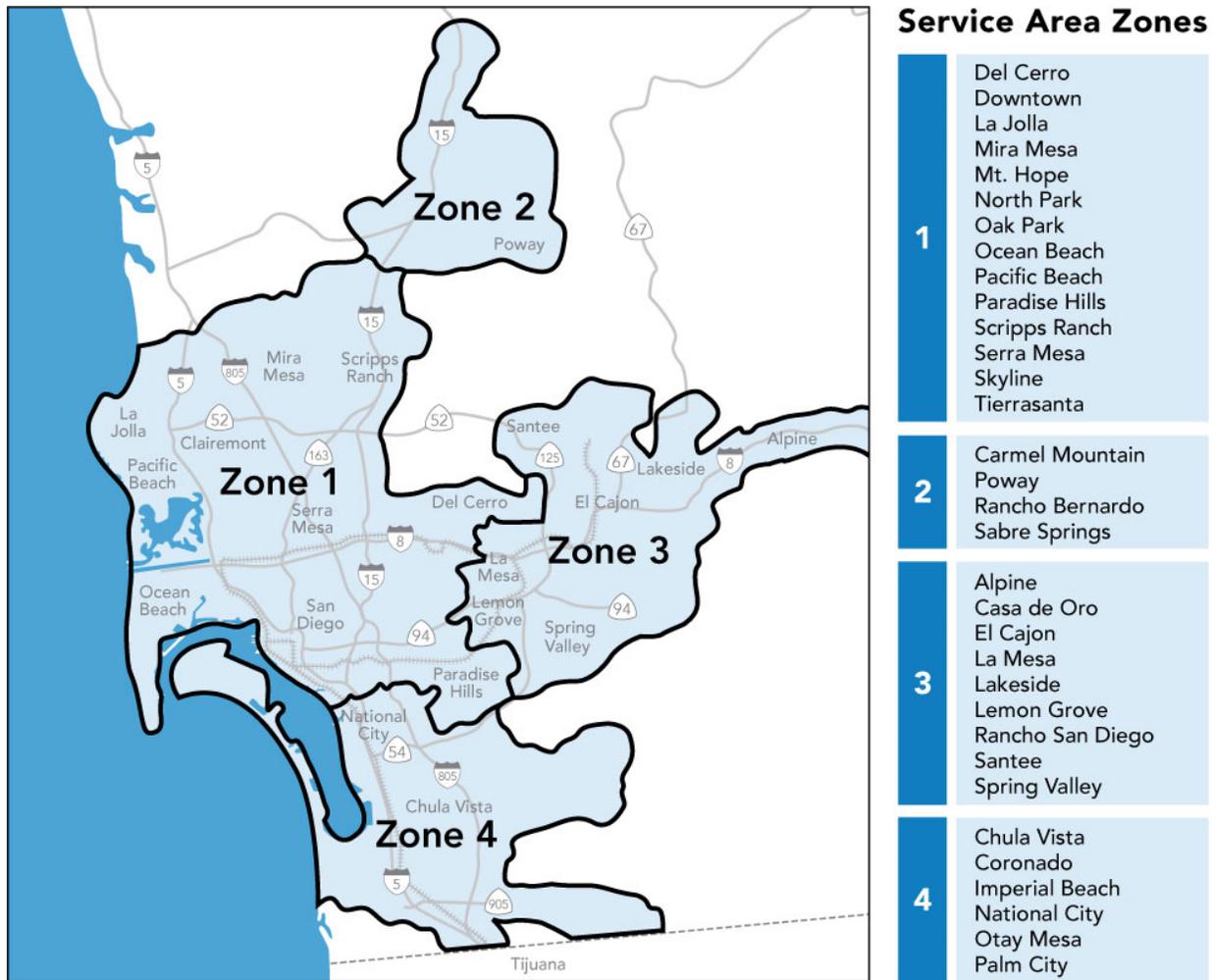
- ▶ The UC San Diego Blue line runs between the San Ysidro Port of Entry (POE) and America Plaza in Downtown San Diego and serves 18 stations.
- ▶ The Orange line runs between El Cajon in East County and the new Courthouse station in Downtown San Diego and serves 19 stations.
- ▶ The Sycuan Green Line runs between Santee and the 12th & Imperial Transit Center in Downtown San Diego and serves 27 stations. Key destinations along the Sycuan Green Line include San Diego State University, Mission Valley, Old Town, and the Gaslamp Quarter.
- ▶ The SDG&E Silver line operates in a loop around Downtown San Diego, using vintage Presidents' Conference Committee trolley cars, the first of which was restored to operation in 2011. The SDG&E Silver Line runs clockwise around Downtown San Diego, departing every 30 minutes from the 12th & Imperial Transit Center on Tuesdays and Thursdays from 9:52 a.m. to 1:52 p.m. and Saturdays and Sundays from 10:52 a.m. to 3:22 p.m.

Beginning in 2010, the San Diego Trolley underwent a sweeping overhaul of the UC San Diego Blue, Sycuan Green, and Orange lines. The San Diego Trolley Renewal Project replaced old segments of track, upgraded the train signaling system, installed new shelters, and redesigned station platforms. Additionally, new low-floor cars replaced older light rail vehicles. Low-floor cars enable all passengers, including people with strollers or bicycles and wheelchair users, to get on and off more easily. Platforms at 35 stations were raised to accommodate these new low-floor cars. Low-floor cars were added to the Sycuan Green Line in fall 2011, the Orange Line in January 2013, and the UC San Diego Blue Line in early 2015. The entire project, including construction, was completed in the summer of 2015.

MTS Access

MTS contracts with a private contractor to operate its paratransit service, MTS Access. MTS Access provides origin-to-destination service within a 3/4-mile buffer of MTS fixed-route bus and Trolley routes. Passengers must be certified as being unable to access or use the fixed-route system due to a qualifying disability to use MTS Access. One-way fare costs \$5.00 and can be paid with cash or a prepaid MTS Access ticket, which is sold in books of 10 tickets at The Transit Store. Trips may be scheduled two days in advance up until 5 p.m. the day before travel. The service area for MTS Access is divided into four zones. Passengers may be required to transfer to another vehicle for transportation between zones. Only transfers to NCTD require an additional fare payment and must also be scheduled with NCTD. Figure 3.2 shows a map of the MTS Access service area zones.

Figure 3.2 MTS Access Service Area Zones



► North County Transit District

NCTD provides bus, hybrid rail, commuter rail, demand response, and paratransit services for North San Diego County. NCTD's service area spans approximately 1,020 square miles with an approximate population of 849,000 people.



NCTD BREEZE

NCTD operates 30 BREEZE bus routes. These routes comprise all fixed-route service types: regional, local, corridor, and community bus services. NCTD operates 9 routes that offer circulator services within North County communities or specific business districts.

NCTD also operates a *Rapid* route: BREEZE *Rapid* Route 350. BREEZE *Rapid* runs a six-mile route from the Escondido Transit Center to the Westfield North County Shopping Center and Del Lago Transit Station. BREEZE *Rapid* provides high-frequency service with limited stops along the Escondido Boulevard business corridor.

Two NCTD BREEZE routes provide connections from the Carlsbad Poinsettia COASTER station to major employment centers. As previously discussed, MTS operates five routes (Routes 972, 973, 974, 978, 979) from the Sorrento Valley COASTER station to major employment centers and University of California, San Diego (UCSD) campus. NCTD and MTS have established an agreement to allow free transfers from the COASTER to these MTS routes, and NCTD provides MTS funding to offset the cost of operations.

One-way fare for all NCTD BREEZE routes is \$2.50 for youth and adults and \$1.25 for SDM riders.

NCTD SPRINTER

The SPRINTER is a hybrid rail train that runs east to west from Escondido to Oceanside. It runs on 22 miles of rail and serves 15 stations along the Highway 78 corridor, connecting the cities of Escondido, San Marcos, Vista, and Oceanside. The European-style SPRINTER trains and raised station platforms offer level boarding. One-way fare for the SPRINTER is \$2.50 for youth and adults and \$1.25 for SDM riders. The SPRINTER offers connections to the COASTER, Metrolink, and Amtrak at Oceanside Transit Center; BREEZE at 14 stations; MTS *Rapid* Route 235 at Escondido Transit Center; and bus services operated by the Riverside Transit Agency at both the Escondido and Oceanside Transit Centers.

NCTD COASTER

The COASTER is a commuter train that runs north and south through San Diego County, serving eight stations between Oceanside and Downtown San Diego. It takes about an hour to travel the entire COASTER route from end to end. NCTD runs 22 COASTER trains on weekdays, with additional service on the weekends for a total of 126 trains each week. NCTD offers expanded service in the spring and summer and for special events, such as the San Diego County Fair and San Diego Padres baseball games. One-way fares vary depending on the number of zones traveled. One-way fares begin at \$5 for an adult and \$2.50 with an SDM reduced fare card.

The COASTER runs along 41 miles of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor, which is shared with Amtrak and Metrolink. During the next 20 years, SANDAG plans to construct nearly \$1 billion in improvements in the San Diego segment, including a primary effort to double-track the corridor from Orange County to Downtown San Diego. To date, $\frac{2}{3}$ of the San Diego segment has been double-tracked. Other infrastructure improvements include bridge and track replacements, new platforms, pedestrian undercrossings, and other safety and operational enhancements.

NCTD FLEX

FLEX is an on-demand and route deviation bus service that operates in lower population density parts of Camp Pendleton and Ramona, where BREEZE service is not available. NCTD operates four FLEX routes. FLEX routes 392 and 395 operate along a designated route on a fixed schedule, but with prior reservations will deviate up to $\frac{3}{4}$ of a mile from the route to pick up or drop off passengers. No reservation is required to ride these routes if passengers are boarding or alighting at a designated stop along the fixed route; however, if a deviation is desired, it must be requested by phone no later than 5 p.m. the day before. FLEX 371 is a point deviation service and will deviate to designated points along the route by request only. FLEX 372 operates along the same route as FLEX 371; however, it only runs when requested, so it qualifies as an on-demand route. FLEX 372 requires users to schedule a reservation at least 30 minutes in advance of travel. FLEX Routes 371, 392, and 395 have a one-way adult fare of \$5 and one-way SDM fare of \$2.50. FLEX Route 372 serving Ramona has a one-way adult fare of \$10 and one-way SDM fare of \$5.

NCTD LIFT

NCTD contracts with MV Transportation to operate its paratransit service, LIFT. LIFT provides origin-to-destination service for ADA-certified individuals. One-way fare is \$5.00 and can be paid with cash or a prepaid ticket book, which is available for purchase by phone, mail, or in person at the Oceanside Transit Store. Trips may be scheduled one to seven days in advance.

► Orange County Transportation Authority

The Orange County Transportation Authority (OCTA) is a multimodal transportation agency serving Orange County. OCTA operates county-wide bus and paratransit services; manages the 91 Express Lanes toll facility; implements freeway, street, rail, and active transportation projects; provides motorist-aid services; regulates taxi operations; and provides day-to-day administration and oversight of the LOSSAN Rail Corridor Agency. OCTA also administers OC Go, a $\frac{1}{2}$ -cent sales tax for transportation improvement projects around Orange County.

The OCTA fixed-route bus service network is comprised of local, community, express, rail feeder, and limited-stop routes. Metrolink has two routes that serve Oceanside Transit Center: the Orange County Line (with service between Union Station in Los Angeles and Oceanside Transit Center), and the Inland Empire-Orange County Line (with service between San Bernardino and Oceanside Transit Center).

► Riverside Transit Agency

The Riverside Transit Agency (RTA) is the Consolidated Transportation Services Agency (CTSA) for western Riverside County and is responsible for coordinating transit services throughout the approximately 2,500-square-mile service area. RTA provides both local and regional services throughout the region with 37 fixed routes, 9 CommuterLink routes, and Dial-A-Ride paratransit services.

RTA Route 202 provides peak-hour commuter express service from Temecula to Oceanside Transit Center for connections to NCTD services. Similarly, RTA Route 217 provides peak-hour commuter express service from San Jacinto to Escondido.

► Imperial Valley Transit

Imperial Valley Transit (IVT) is a fixed-route public bus service that operates 12 local bus routes and a complementary paratransit service, IVT Access, in Imperial Valley. The service is operated by private contractors and is administered and funded by the Imperial County Transportation Commission.

► Metrolink

Metrolink is a regional commuter rail system with seven routes linking communities to employment and activity centers in Riverside, San Bernardino, Orange, Los Angeles, Ventura, and San Diego counties. The system is operated by Southern California Regional Rail Authority (SCRRA) joint power authority.

The Orange County Line and the Inland Empire-Orange County Line both provide service to the Oceanside Transit Center linking San Diego County with Los Angeles, Orange, Riverside, and San Bernardino counties. There is currently no transfer agreement in place between COASTER and Metrolink. Passengers wishing to transfer between COASTER and Metrolink trains must have a valid ticket for both services. However, passengers may transfer for free to NCTD BREEZE routes or the SPRINTER at Oceanside Transit Center.

3.2 Intercity Systems

In addition to public transportation, private rail and bus services facilitate travel within the region and offer intercity connections to surrounding areas.

► Amtrak

Amtrak's Pacific Surfliner carries nearly 3 million passengers annually along the LOSSAN Rail Corridor. In federal fiscal year 2019, more than 8.1 million trips were taken on the LOSSAN Rail Corridor, including 5.3 million on Metrolink and COASTER commuter trains and 2.8 million on Amtrak's Pacific Surfliner service, making it the second busiest state-supported intercity passenger rail route in the nation. The San Diego portion makes up 60 miles of the 351-mile coastal corridor that runs from San Diego to San Luis Obispo through six counties. Pacific Surfliner Stations in San Diego County include Oceanside, Solana Beach, Old Town, and Downtown San Diego.

Connections to the transit system occur at each of these stations, including to the COASTER, Metrolink, Greyhound, local bus routes, the San Diego Trolley, and SPRINTER. Each day, the Pacific Surfliner rail provides ten round trips between San Diego and Los Angeles, four trips that continue north to Santa Barbara, and one trip that continues to San Luis Obispo.

SANDAG and NCTD are members of the LOSSAN Rail Corridor Agency, which was formed in 1989 as a Joint Powers Authority. The agency seeks to increase ridership, revenue, capacity, reliability, and safety on the corridor. It is governed by an 11-member Board of Directors composed of current and former elected officials representing rail owners, operators, and regional planning agencies along the rail corridor. The agency is staffed by OCTA. As of July 1, 2015, the agency assumed administrative responsibility for the Pacific Surfliner service following the execution of an interagency transfer agreement with the State of California. Locally focused management helps to enhance customer service, ensure efficient use of resources, and allow more effective decisions about train schedules, onboard amenities, and service expansion.

COASTER passengers can ride any Pacific Surfliner trains with a COASTER Regional Day or Monthly/30-Day pass. This service provides additional options for people traveling between Oceanside Transit Center, Solana Beach, Old Town and Santa Fe Depot Stations. Amtrak offers the Rail 2 Rail® program with Metrolink. The program allows Metrolink Monthly Pass holders along the Orange and Ventura County corridors to travel on Amtrak Pacific Surfliner trains within shared station connections of their pass at no additional charge, including Saturday and Sunday.

Amtrak allows bikes on board. Passengers are required to make bike reservations online prior to their trip. Bikes are allowed without a reservation on all Metrolink and COASTER trains.

► Greyhound

Greyhound is a nationwide intercity bus operator. Within San Diego County, Greyhound has bus stations in Oceanside, Escondido, El Cajon, San Ysidro, and Downtown San Diego. Greyhound services operate via the freeway system. Greyhound operates from public transit centers in Oceanside, Escondido, El Cajon, and San Ysidro; however, Greyhound uses its own terminal in Downtown San Diego. Greyhound operates seven days per week.

Greyhound's Oceanside to San Diego service is typically offered three times daily, with an adult cash fare as low as \$10 and a typical scheduled travel time of 65 minutes. Escondido to San Diego service is typically offered once per day, with an adult cash fare as low as \$17 and a travel time of 40 minutes. El Cajon to San Diego service is typically offered once per day, with an adult cash fare as low as \$13 and a travel time of 30 minutes. San Ysidro to San Diego service is offered five times per day. An adult cash fare is as low as \$5 and travel time is 25 minutes.

3.3 For-hire Transportation and Transportation Network Companies

There are several private companies in the San Diego region that provide transportation using personal vehicles. Jitneys, taxis, charter services, and non-emergency medical services are considered for-hire transportation and are regulated by MTS on behalf of the City of San Diego (for operation in San Diego). MTS also regulates and issues various for-hire permits for operation in Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, Santee, and the unincorporated areas of the County of San Diego. Companies that offer a mobile application for hailing a ride have been codified by California law as Transportation Network Companies (TNCs) and sometimes are referred to as providing ridesourcing or ridehailing services. This legal distinction means that TNCs currently are unregulated. However, drivers that act as private contractors for TNCs are available for hire and use personal vehicles for transporting people around the region.

► For-hire Transportation

Jitneys are privately-owned vehicles operating on a fixed route for a fare. MTS issues jitney permits and approves each jitney route and fare. There are five jitney companies servicing 28 jitney routes in the County of San Diego, all of which are concentrated in south San Diego near the Mexico border. The main purpose of the jitneys is to provide transportation to area businesses.

As of Spring 2020, MTS had issued roughly 850 taxicab permits. The number of taxicab permits in the region is continually decreasing due to loss of market share to TNCs. The taxi industry in San Diego County continues to evolve as a result. Recently, MTS completed an extensive revision to the regulatory guidelines for taxis (Ordinance 11) in an attempt to remove onerous and outdated regulations to help the taxi industry compete with TNCs.

MTS also issues permits for non-emergency medical transport vehicles, charter vehicles, and low-speed vehicles.



► Transportation Network Companies

Lyft and Uber are Transportation Network Companies (TNC's) that operate in the San Diego region. –Clients can book rides (either for themselves or someone else) via a smartphone application to request a vehicle in real time. Both TNCs provide riders with an estimated pick-up time and fare. A rider can travel to any location, and all payments, including tip, are facilitated directly through the ridesourcing mobile application.

Although TNCs have rapidly expanded mobility options for many, their services are plagued with many accessibility challenges such as charging more for accessible services, a lack of ADA accessible vehicles for passengers with disabilities, and ride-ordering platforms incompatible with screen readers and assistive technology. Since establishing oversight of TNCs in 2013, the California Public Utilities Commission (CPUC) has developed few regulations and minimal oversight to ensure equal access for passengers with disabilities. However, new legislation, effective January 1, 2019, known as Senate Bill 1376: The TNC Access for All Act, provides the CPUC with the mandate to improve access to TNC service for wheelchair users and others with disabilities, as well as the opportunity to work with stakeholders to build public trust and increase transparency. Beginning on July 1, 2019, TNCs are required to collect a ten cent (\$0.10) fee on each TNC trip in California. The funds generated from the fee support the expansion of on-demand transportation for non-folding wheelchair users who require a wheelchair accessible vehicle (WAV).

Uber offers UberWAV and UberACCESS, which are specifically meant for riders in wheelchairs and their companions. However, UberWAV is only available in select markets, and is not currently available in San Diego. Riders who use folding wheelchairs can request a ride in all other Uber vehicle options available via the Uber app. Drivers are expected to accommodate riders using walkers, canes, folding wheelchairs, or other assistive devices. Lyft offers passengers who have wheelchair accessibility needs to use their Accessible Vehicle Dispatch services via their app. The Lyft app allows passengers with accessibility needs to enable Access Mode. In certain markets, when Access Mode is enabled, passengers may request a vehicle that is specially outfitted to accommodate wheelchairs. In markets where those vehicles are not available, information regarding local services will be sent directly to the passenger via text message when the ride is requested. Lyft Access Mode is available in San Diego.

3.4 Shared Mobility Services

Shared mobility services have emerged to meet the needs of travelers who may not have access to a private vehicle or who require additional options to meet their alternative travel needs. These services can fill gaps in the region's transit network while providing convenient, on-demand travel options for a variety of trip types. The San Diego region has a variety of shared mobility services that are available 24 hours a day, seven days a week:

► Carsharing

Carsharing refers to services that provide members of the service with access to a car for short-term use. Shared cars may be located at specific pick-up and drop-off locations or throughout a designated service area. Members of some carsharing services gain access to shared vehicles with smart cards, key fobs, or mobile applications, and may need to reserve the car ahead of time.

Members are charged for the service by the time they use the shared car or by miles driven. There are several companies that currently offer carsharing services in the San Diego region:

- ▶ **Tesloop** is an electric vehicle transportation company utilizing Tesla vehicles for city-to-city travel. Tesloop has designated pick-up and drop-off destinations along common travel routes throughout Southern California and Nevada. Riders reserve individual seats, and the costs range from \$29 to \$79. The routes offered are San Diego to Los Angeles, Los Angeles to Palm Springs, and Palm Springs to Las Vegas.
- ▶ **Turo** allows members to rent vehicles per day from private individuals who list vehicles on a shared technology platform accessible via website or mobile application. Costs are determined based on the vehicle base price, number of days, and various fees.
- ▶ **Zipcar** allows members to reserve a variety of four-door vehicle makes and models by the hour or by the day. Each vehicle must be returned within its reservation time to a Zipcar parking spot. Zipcar has carsharing locations throughout the City of San Diego and at California State University San Marcos
- ▶ **Getaround** is a car-sharing rental app, where car owners make money by charging hourly and day rates, determined with the help of the Getaround app, which takes into account demand, car type, and other features to suggest appropriate rates. Once booked, users can unlock cars through the app — without a key and without ever needing to meet the owner. The Getaround app has over 5 million users and is already operating in over 300 cities around the world, including San Diego.

▶ Neighborhood Electric Vehicle Shuttles

Neighborhood Electric Vehicle Shuttles (NEVs) are low speed motorized vehicles that have four wheels and can reach speeds of up to 25 mph. They offer a zero-emission mobility option that is convenient for making connections to transit, and other last-mile destinations within communities. There are several NEVs in operation throughout the United States, although currently in San Diego “FRED” by Circuit is the only NEV in operation.

- ▶ **Circuit** (formerly known as The Free Ride) offers on-demand rides around busy downtown areas across the United States using a fleet of all-electric shuttles and a custom ride request app. The service expanded in 2016 into Downtown San Diego under the alias FRED or Free Ride Everywhere Downtown. Since its introduction in 2016 and, as of winter 2019, the service has provided over 260,000 in annual rides, an all-electric fleet with 20 vehicles, an ADA accessible option, a revenue share from third party advertising, and fare-free rides.

► Dockless Bikesharing and Scootersharing

Dockless bikesharing allows users to rent a bike from any location where they are present and available. A rider uses a mobile application to unlock the device and is charged for time spent using it. Once the user is finished with a bike, the user locks the device using an integrated lock and places the bike anywhere they like or in designated parking zones, where it then becomes available for another user.

Similarly, scootershare allows a user to unlock a scooter via a mobile application and is charged based on usage. Once a user has completed their trip, the scooter is locked and made available for another user.



As cities grapple with how to regulate the relatively new bikeshare and scootershare services, the number and type of services available in the region fluctuates. As of Spring 2020, the City of San Diego permits four different scootershare operators including Bird, Lyft, Spin and Wheels; and dockless bikeshare is only permitted on Naval Base San Diego and University of California San Diego (UCSD) campus.

3.5 Transportation Demand Management Services

Transportation Demand Management (TDM) refers to programs and strategies that manage and reduce traffic congestion by encouraging the use of transportation alternatives to get around rather than driving alone.

iCommute is the TDM program for the San Diego region. iCommute, managed by SANDAG and in cooperation with the 511 transportation information service, offers free services to help commuters find alternatives to driving alone in an effort to reduce traffic congestion and greenhouse gas emissions. iCommute assists commuters by providing carpool resources, a subsidized vanpool program, transit solutions, regional support for biking, a Guaranteed Ride Home program, and educational classes on bike and pedestrian safety for schools. iCommute also assists local businesses through the Employer Services program by helping them develop and implement customized employee commuter benefit programs that lower costs, increase productivity, and help the environment.

► Vanpool Program

The SANDAG Vanpool program is funded through the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. A vanpool brings five or more people together to share the costs of getting to and from work in a van or sport utility vehicle leased through a SANDAG -contracted vendor. SANDAG provides a subsidy of up to \$400 per month to offset the cost of the lease, which covers maintenance and insurance. Some employees may be eligible for additional incentives from their employer. For example, members of the military and federal employees can receive up to \$270 per month through the Transportation Incentive Program. Most participants in the SANDAG vanpool program pay less than \$100 out of pocket per month for all commuting costs including gas and parking. In December 2019, the program accounted for 624 vanpools.



► Guaranteed Ride Home Program

The Guaranteed Ride Home (GRH) program provides a safety net for commuters who carpool, vanpool, take transit, walk, or bike to work three or more times per week. GRH provides a free taxi ride or 24-hour car rental up to three times per year in the event of a family emergency or illness, unscheduled overtime, or being stranded at work due to carpool or vanpool driver leaving for an emergency. Rides must originate from the participant's work location and may only be used to get home or to the location of their car. GRH service is entirely free of charge, but participants are asked to register ahead of time. Commuters must work in San Diego County in order to qualify for the program. Eligible applicants can register online via the iCommute website. Renewal is required on an annual basis.

► Regional Bike Parking Program



The iCommute Regional Bike Parking Program facilitates bike commuting by providing secure bike parking at transit stations throughout the region. The bike parking network includes upwards of 700 lockers at more than 60 transit stations and Park & Ride lots throughout San Diego County. iCommute also manages the group bike parking facility at the Sabre Springs/Peñasquitos Transit Station, which features 20 lockable bike racks and a self-service repair workstation. The lockers currently are free to use, with a \$25 security deposit for the key. Management of the

program is funded through CMAQ. To further encourage biking as a viable transportation choice, iCommute coordinates the regional Bike to Work Day event, the San Diego Regional Bike Map, and the GO by BIKE Mini-Grant program.

► Bike Encouragement Program

The iCommute Walk, Ride, and Roll to School program offers free classes and events for public or private K-12 schools in the San Diego region. These classes include events such as Elementary Safety Assembly, Middle/High School Bike Workshop, Bike Rodeo, Encouragement Ride, Bike Maintenance Quick Check, and Balancing and Skateboarding Safety. Currently all San Diego County schools and school districts from K-12 are eligible to register. The program encourages students to employ active transportation methods such as biking, walking, skating, skateboarding, or riding a scooter. The program promotes physical activity and healthier lifestyles for students and reaps the benefits of more active forms of transportation, including cost savings, improved student health outcomes, reduced traffic congestion, and fewer greenhouse gas emissions. SANDAG, through iCommute, awards mini-grants to local schools, districts, and after-school programs that hold events or programs that provide active transportation and safety education for students.

In support of National Bike Month in May, the SANDAG GO by BIKE and iCommute teams awarded mini-grants to 21 organizations for programs or projects that promote biking through outreach and education. A total of \$60,000 in grant funding was available, and public and private K-12 schools and San Diego County school districts were eligible if they partnered with a CBO or non-profit organization.

3.6 Specialized Transportation

Many specialized transportation providers serve the needs of older adults, individuals with disabilities, and low-income individuals who either are not able to access transit or have needs that cannot be met by transit. In Chapter 4, the unique transportation needs of seniors, individuals with disabilities, and individuals with limited means are identified and discussed. Here, different specialized transportation services that seek to meet these needs are discussed. The services detailed below are not mutually exclusive, and an agency may operate several of these services as a part of its overall specialized transportation program.

► Volunteer Driver Programs

Numerous transportation programs in the region use volunteers to provide transportation to seniors and individuals with disabilities. Because these programs use volunteers, they tend to be more cost-effective than traditional paratransit. Additionally, volunteers can provide personalized care and form unique bonds with the individuals they transport.



► Shuttle Programs

Shuttle programs provide group transportation to frequent or common destinations. Most shuttle programs use wheelchair-accessible buses and are offered on a weekly basis. For example, shuttle programs may provide transportation to shopping centers, pharmacies, care facilities, or social events. Shuttle programs offer opportunities for increased socialization of seniors and individuals with disabilities using the program and can provide the transportation at a reduced cost.



► Taxi Voucher Programs

Taxi voucher programs subsidize taxi trips for seniors and individuals with disabilities. The providing agency purchases taxi vouchers and provides them at either a discounted cost or no cost to their clients. The vouchers have a certain value that can be applied to the cost of a taxi trip. Taxi voucher programs have low overhead costs associated with operations. However, because taxi trips can be more expensive than trips provided through other means (such as by volunteer drivers), agencies may use taxi vouchers as a back-up to other transportation services.

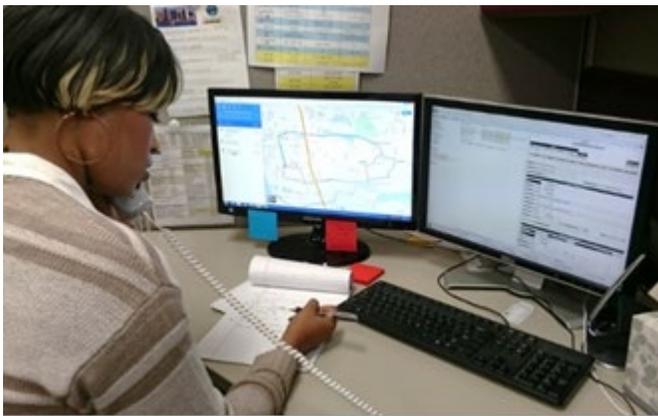
► Non-emergency Medical Transportation

A large portion of transportation provided to seniors and individuals with disabilities consists of trips to routine, non-emergency medical appointments. These trips may be fulfilled using volunteer drivers, paid drivers, or taxi vouchers. Because the date, time, and location of medical appointments tend to be unique to the individual client, non-emergency medical transportation often is provided as single-rider trips rather than group trips. These trips, therefore, can be more expensive than trips provided through shuttle programs.

► Mobility Management

Mobility Management is an integrated and innovative approach for managing and delivering coordinated transportation services to customers, including older adults, people with disabilities, and individuals with lower incomes. This involves planning and management activities that improve coordination among public transportation and other specialized transportation providers. The Consolidated Transportation Services Agency (CTSA) provides Mobility Management services which help in expanding the availability and use of specialized transportation services by effectively utilizing the resources in this region.

In 2006, SANDAG designated Facilitating Access to Coordinated Transportation (FACT) as the CTSA for San Diego County through a competitive bid process. CTSAs were established by the state legislature in 1979 to foster coordinated transportation services. The primary purpose of FACT is to coordinate the development of a specialized transportation system that will improve access and mobility for the county, by meeting mobility needs not met by fixed-route transit. FACT's mission is to "Assist San Diego County residents with barriers to mobility to achieve independence through coordination of transportation services." FACT manages the regional mobility stakeholder group, the Council on Access and Mobility (CAM), which is comprised of approximately 30 members covering a cross section of the County's transportation stakeholders. CAM is an advisory committee to the FACT Board of Directors. CAM's agenda includes local and national transportation issues and training on a variety of transportation related topics. CAM's mission is "to promote coordination of transportation resources and services in San Diego County."



FACT manages a comprehensive database of transportation services provided by public transit operators, social service agencies, faith-based organizations, and specialized transportation services in San Diego County. FACT's mobility management services include telephone and website-based referrals that assist people seeking transportation. Anyone seeking information on transportation services in San Diego County may call FACT's toll-free number and receive assistance in finding the most appropriate

transportation service to meet their needs.

FACT updates its Business Plan annually. FACT's Business Plan provides a comprehensive review of FACT's purpose, the business environment, ongoing projects, potential services and updates regarding the community, stakeholders, and funding. The Business Plan is a guide to FACT's vision for providing services that meet the needs in the San Diego region. FACT also promotes mobility through shared use of grant funded vehicles. These vehicles are accessible and help FACT as well as partner agencies respond to the need for accessible services in San Diego.

► Transportation Brokerage Model

FACT's transportation brokerage uses a network of local transportation providers to purchase rides competitively. FACT's transportation brokerage is used for providing rides for its RideFACT dial-a-ride service and for contracted (fee for service) transportation services. FACT has formed public and private partnerships with several regional transportation providers who together form the brokerage.

FACT first refers all callers to existing transportation options; when those options do not meet the caller's needs, FACT offers them transportation through its brokerage. The brokerage includes diverse vendors such as Transportation Network Companies, private taxi companies, and nonprofit organizations. FACT uses Ecolane dispatching software which assigns the requested rides to the lowest-cost vendors through an algorithm. The transportation vendors respond with their availability.

Overall, FACT procures trips based on lowest available rate, transportation vendor availability, and the individual rider's location and other needs. As a result of using this service model, FACT is able to offer trips at competitive rates, promote cost effective local transportation services, and stimulate the local transportation economy by assisting all the vendors in the brokerage. RideFACT is available in all 18 cities in San Diego County as well as in Ramona, Alpine, Lakeside, Spring Valley, Fallbrook, and other unincorporated communities. The services include general purpose trips for seniors (age 60+) and people with disabilities seven days a week from 7 a.m. to 8 p.m. Reservations may be requested by calling FACT up to seven days ahead. The brokerage has enabled FACT to assist individuals as well as agencies in meeting their needs for specialized transportation.

3.7 Access to Key Destinations

The provision of school transportation, with dedicated yellow school buses, is a discretionary service of local school districts. Of the 42 school districts in San Diego County, 31 offer yellow bus transportation. Together, the school districts operate over 1,538 buses. Transportation is provided for eligible students who live outside of a certain radius of the school they attend. Eligibility requirements vary by school district, school, and educational program.

► UC San Diego

UC San Diego operates an extensive network of 10 shuttle routes that serve the campus, medical centers, and major offsite landmarks. Shuttle services are accessible to UC San Diego students, faculty, and staff by showing campus I.D. and are free of charge.

- Weekdays Year-Round (excluding university holidays)
 - Medical Center Shuttle - runs between UC San Diego Health – Hillcrest, Old Town Transit Center and UC San Diego Health – La Jolla
- Academic Quarters (with reduced or suspended service during academic breaks and summer sessions)
 - Mesa Nueva Shuttle - runs between Mesa Nueva housing and Mandeville Center
 - North Campus Shuttle - runs between Regents parking areas and the Gliderport
 - Scripps Institution of Oceanography - Shuttle runs between Mandeville Center and Scripps Institution of Oceanography
 - South Campus Shuttle - runs between Mesa housing and Mandeville Center

- West Campus Connector - runs between Mandeville Center and Torrey Pines Center South via Scholars Drive
- Price Center Express - runs between the Price Center and east campus parking lot P704
- Weekend Loop - runs clockwise around campus
- Saturday Grocery Shuttle - runs between campus and the Convoy area

► For Students Only

- Holiday Airport Shuttle – provides limited service between campus and San Diego International Airport during academic breaks

In addition, UC San Diego subsidizes its students, faculty, and staff to ride public transit in the MTS and/or NCTD services areas. Through a quarterly transportation fee, UC San Diego students are eligible to receive a U-Pass, which allows for unlimited access to regular bus, Trolley, and SPRINTER routes spanning both the MTS and NCTD service areas.



MTS Routes 30, 41, 150, and 921A and the *SuperLoop* (Routes 201 and 202) all serve the UC San Diego campus directly. *Rapid* Route 237 connects the UC San Diego campus to Miramar College via Mira Mesa Boulevard. Additionally, MTS Routes 31, 50, 60, 105, and *SuperLoop* Route 204 serve nearby UTC. NCTD BREEZE Route 101 serves the UC San Diego campus and UTC.

Additionally, UC San Diego partners with Spin to offer dockless bikes and scooters on campus. Four hundred bikes and scooters are available for students, faculty, and staff. New riders are even eligible to receive a \$5 discount when signing up for an account.

► California State University San Marcos

California State University San Marcos (CSUSM) is served by the SPRINTER, NCTD’s hybrid rail service, and NCTD BREEZE Route 347. CSUSM Parking and Commuter Services offers a Student Regional Transit Pass for \$50. This pass includes all MTS Buses and Trolleys (excluding *Rapid* Express routes 280 and 290), as well as all NCTD BREEZE bus routes, and the SPRINTER light rail service. The pass does not cover the COASTER.

CSUSM Parking and Commuter Services sponsors Commuter Programs, including carpooling, biking amenities, discounted transit passes, and other programs provided through iCommute. CSUSM Parking and Commuter Services also encourages students, faculty, and staff to participate in iCommute programs such as ridematching, vanpooling, and the Guaranteed Ride Home program. The CSUSM Bicycle Program offers free bike licensing, bike racks, bike tire air pump stations, and bike locks on loan, and bike lockers are available for a fee. Additionally, Zipcar provides carsharing services for the CSUSM campus.

► San Diego State University



San Diego State University (SDSU) is served by the MTS Sycuan Green Line Trolley; MTS Bus Routes 11, 14, 115, 856, 936, and 955; and MTS *Rapid* Route 215. Discounted monthly transit passes are available for purchase by SDSU students for \$57.60, and a subsidized semester pass is available for \$152.00. SDSU operates its Red & Black Shuttle Monday through Friday from 5:30 to midnight, during the fall and spring semesters. The shuttle drives a loop around the SDSU campus, stopping at 18 locations.

► University of San Diego

University of San Diego (USD) is located along MTS Route 44. The bus stop is located at the campus's entrance and is served approximately every 30 minutes. The COASTER, Green Line Trolley, and various MTS routes (Routes 8, 9, 10, 28, 30, 35, 44, 84, 88, 105, and 150) stop at the Old Town Transit Center station, which is approximately a mile from USD's campus. Students, employees, and visitors can access the USD campus via these transportation services by taking the USD tram that serves the Old Town Transit Center station during peak hours. Discounted monthly transit passes are available for USD students to purchase at \$57.60.

USD operates the Tram Service, an on-campus shuttle service free for students, employees, and visitors that runs trams in loops throughout the entire campus. The Tram Service runs the Blue, Red, and Yellow routes approximately every 15 minutes from 7 a.m. to 11 p.m. during regular semesters. The Tram Service also provides morning and evening service to Old Town Transit Center (Green Route). The Green Route tram operates approximately every 30 minutes from 6:45 to 9:45 a.m. and 3 to 7:30 p.m. The Tram Service has different service hours during the summer session. The USD Tram Service has bike racks on all of its trams to serve students, faculty, and staff that commute by bike. USD also has Zipcars on campus, which are available to be rented by the hour.

► Other Higher Education

San Diego is home to many other universities and colleges as well as community colleges, technical schools, and other academic institutions. Many of these institutions are served by public transit. Both MTS and NCTD offer discounted passes for students at various select institutions.

MTS offers discounted passes—either monthly or semester passes, depending on the school—to students with a valid student I.D. from the following schools:

- Art Institute of San Diego
- Coleman University
- Concorde College
- Cuyamaca College
- Educational Cultural Complex – San Diego Continuing Education
- Grossmont College
- Mesa College
- Miramar College
- Montgomery Adult School
- National City Adult School
- National University
- San Diego City College
- San Diego Job Corps
- San Diego Mesa College
- San Diego Miramar College
- San Diego State University
- Southwestern College
- Thomas Jefferson School of Law
- United Education Institute
- University of San Diego
- Urban Corps

NCTD also offers discounted passes to students at MiraCosta College, Palomar College, and Vista Adult School.

► Access to Employment

Many employers in the region offer shuttle services for their employees. The shuttles may be operated by company employees or contracted to a transportation provider. The shuttles typically operate from transit centers or between remote employee parking and the jobsite. For example, QUALCOMM provides shuttle service for their employees from the Sorrento Valley COASTER station.

Recently, the City of Carlsbad, NCTD, and SANDAG have partnered to provide the Carlsbad Connector, a new app-based shuttle service which runs to and from the Carlsbad Poinsettia COASTER Station to provide first-mile last-mile transportation solutions to commuters.



► Access to Casinos

Casinos in the rural areas of San Diego County are major attractions for residents and visitors, creating a significant demand for bus services. Some casinos, such as Pala, Harrah's, and Viejas are located on existing bus routes, while others are not. The casino industry has responded with special bus services for casino visitors. Barona Valley Ranch Resort and Casino, Casino Pauma, Harrah's Resort, Jamul Casino, Sycuan Resort and Casino, Valley View Casino, and Viejas Casino each operate their own shuttle services to and from selected areas throughout the county to their casinos.

► Airport Access

Frequent shuttle service between Downtown San Diego, the Santa Fe Depot train station, and the San Diego International Airport is provided by MTS Route 992.

In addition, private shuttle operators, such as EZ Ride Shuttle, provide shared-ride shuttle service from all points in San Diego County to the airport. In July 2015, TNCs Uber and Lyft received authorization to drop off and pick up passengers at the San Diego International Airport. Airport users can access Uber or Lyft services from a designated pick-up area at each of the airport's terminals. Select Uber services (i.e., UberBLACK and UberSUV) have a transportation charter permit and may pick up passengers at a designated location within the airport, similar to traditional taxis. Both Uber and Lyft charge variable fees in addition to the fare for pickups at the San Diego International Airport.

► San Diego Region – Mexico Border

The four land POEs—San Ysidro–Puerta Mexico, Cross Border Xpress (CBX), Otay Mesa–Mesa de Otay, and Tecate–Tecate—facilitate the movement of people and goods between the San Diego region and Mexico. A fifth POE is planned at Otay Mesa East. Various public and private transportation options serve the border region and more services and facilities are planned to further improve traffic flow.

The border crossings between the San Diego region and Mexico are among the busiest in the world. In 2019 over 56 million individuals and over 22.5 million personal vehicles (POVs) crossed the border northbound from Mexico into the San Diego region through the land POEs. In addition, over 1 million northbound commercial truck crossings took place through the region in 2019. The physical infrastructure and administrative resources at existing border POEs are already strained. Anticipated increases in population and international trade are likely to place even greater pressures on the existing infrastructure. To accommodate the border transportation system, a comprehensive effort is underway to improve access to border crossings, improve freight rail service, and coordinate commercial vehicle crossings.

► San Ysidro Port of Entry

The busiest land POE in the Western Hemisphere, the San Ysidro POE, processed 10.8 million pedestrians and 14.9 million POVs carrying 25.8 million passengers traveling into the region in 2019. Recently, the San Ysidro POE underwent a major modernization and expansion project led by the U.S. General Services Administration (GSA). The project implemented both northbound and southbound capacity improvements for vehicles and pedestrians, including primary booths, a secondary vehicle inspection area, administration space, and pedestrian processing facilities on the existing eastern side of the port, and the addition of a western facility at Virginia Avenue (Ped West). This \$741 mega-project was completed in 2019 and the facility now includes 34 northbound vehicle lanes with 62 northbound vehicle primary inspection booths, 1 dedicated bus lane, and improved processing facilities for bus and Secure Electronic Network for Travelers Rapid Inspection travelers.

The Virginia Avenue Transit Center accommodates taxis, buses, jitneys, pedicabs, and private vehicles dropping off and picking up passengers and is located on the west side of the pedestrian bridge that spans the I-5 connecting the eastern and western portions of the San Ysidro POE. This project was jointly funded by GSA and Caltrans using Coordinated Border Infrastructure program funds administered by the Federal Highway Administration. The facility was a collaborative effort that involves the federal government, Caltrans, the City of San Diego, MTS, and SANDAG.

MTS operates the UC San Diego Blue Line Trolley, which serves the San Ysidro Trolley Station and connects the San Ysidro community to Downtown San Diego. It continues to be the service with the highest ridership in the San Diego region, with over 18 million passenger trips in 2019. The San Ysidro pedestrian facilities are also served by MTS Route 906/907, offering service every 15 minutes, seven days a week

► Otay Mesa Port of Entry

Similar to the busy San Ysidro POE, the number of commercial crossings at the Otay Mesa POE continues to grow. In 2019, almost 950,000 trucks crossed northbound through the port with bilateral trade value exceeding \$47.4 billion.

To facilitate binational trade, local governments and authorities responsible for transportation infrastructure have begun to plan or construct new projects to link the ports of entry infrastructure with local transportation systems and trade corridors. These corridors include Interstate 5, Interstate 805, I-15, and State Route 125 (SR 125) as the primary north-south corridors and State Route 94, Interstate 8, State Route 905 (SR 905), and State Route 11 (SR 11) as the region's east-west corridors.

Otay Mesa is served by MTS Routes 905, 909, and 950. Routes 905 and 909 provide local service through the Otay Mesa industrial parks, with Route 905 extending as far west as the Iris Avenue Transit Center. Express Route 950 provides nonstop service between the Otay Mesa POE and the Iris Avenue Transit Center seven days a week, with frequencies as high as every ten minutes.

Construction on South Bay *Rapid* Route 225 began in early 2016 and opened in January 2019. The 26-mile route connects residents to employment and activity centers in Downtown San Diego and the South Bay as well as other regional transportation options via high-quality transit that is fast, frequent, and comfortable.

The anchoring station connecting the service to the border is the Otay Mesa Transit Center, located walking distance to the POE facility. The transit center was built in coordination with SANDAG, Caltrans, and MTS to facilitate the *Rapid* service as well as includes routes 905, 909 and 950 Express.

► Tecate Port of Entry

The Tecate land POE is a semi-rural border crossing. It hosts a multimodal inspection facility and also provides service for pedestrians, passenger vehicles, buses, and commercial vehicles. MTS Rural Bus Route 894 provides four round trips every weekday between the POE, the El Cajon Transit Center, and the Parkway Plaza Shopping Mall in El Cajon. Additionally, there is an ongoing effort to restart commercial rail service at the Tecate POE.

► Cross Border Xpress

CBX began operation in December 2015 and was developed through a binational public-private partnership. This innovative facility enables ticketed airline passengers to travel between Tijuana International Airport (TIJ) and San Diego, California via an enclosed, elevated pedestrian bridge. The CBX facility consist of a main building in Otay Mesa on the U.S. side of the border housing U.S. Customs and Border Protection inspection facilities along with shops and services to accommodate travelers, an approximately 390-foot pedestrian bridge from the main building on the U.S. side connecting into TIJ's passenger terminal on the Mexican side, and parking facilities and areas for car rentals on the U.S. side. Over the past few years TIJ's facilities have been undergoing renovations to accommodate increased demand, some of which is directly associated with the opening of CBX. In 2019, 1.6 million people used CBX to cross northbound into the U.S. Prior to CBX, pedestrians would need to cross the border through the San Ysidro or Otay Mesa POEs and be exposed to unpredictable wait times. Usage of this facility is forecasted to increase.

► Future Otay Mesa East Port of Entry

The development of the new Otay Mesa East–Mesa de Otay II POE is underway. This POE will provide an alternate entry for vehicles and commercial traffic approximately two miles east of the existing Otay Mesa crossing. Otay Mesa East will be linked to SR 905 and SR 125 through SR 11, which will be implemented as a toll road. This port also will connect to the Tijuana–Tecate toll road and the Tijuana–Rosarito corridor, a highway in Baja California that connects the coastal area of Playas de Rosarito to the east of the Otay Mesa–Mesa de Otay POE. In June 2017, the California Transportation Commission allocated \$45 million from the State Transportation Improvement Program – Coordinated Border Infrastructure Program to fully fund the right-of-way acquisition for the SR 11 Otay Mesa East POE project. In February 2019, the project was issued a new presidential permit from the U.S. Department of State –reauthorizing the construction and operation of the new POE. With roadway segment construction either complete or near completion, efforts are currently underway to carry out an Investment Grade Traffic and Revenue Study to help guide the necessary funding mechanisms to build and operate the Port of Entry itself.

► Tijuana Bus Rapid Transit System

The City of Tijuana has been identifying and addressing several transit issues within its jurisdiction, including saturated streets due to growth in vehicular travel, inadequate boarding facilities, an older bus fleet, lack of schedules for transit routes, and inadequate control of transit operations. A restructuring plan was implemented to better meet travel demand patterns in Tijuana. The *Sistema Integral de Transporte de Tijuana* (or SITT) consists of two trunk routes and other feeder routes which are being phased in gradually as the service matures. The service connects users to both San Ysidro–Puerta México POE as well as the Otay Mesa–Mesa de Otay POE to the east. Passengers can cross northbound on foot to connect to transit services at the San Ysidro and Virginia Avenue transit centers and to routes serving the Otay Mesa Transit Center.

3.8 Regional Emergency Preparedness Efforts

In the event of a damaging natural or man-made disaster, some people may need transportation assistance to evacuate quickly. To meet the potential transportation needs of all community members during emergency evacuations, the County of San Diego Office of Emergency Services (OES) continues to work with regional providers who may be available to assist with transportation related efforts during an emergency, which may include the use of van, bus, rail, and paratransit services. Working with regional providers helps to ensure information on the type of service that can be offered by each provider, along with the number of passengers that can be transported is understood.

Since all transit services are ADA-accessible, all transit vehicles potentially can be used to provide relief for a major emergency. The OES has contracts with both MTS and NCTD for disaster relief service provision. There currently are 1,016 MTS and NCTD transit vehicles available to provide mass transportation assistance. During large-scale events, the OES can coordinate with transit agencies outside of the county should additional vehicles be needed for disaster relief.

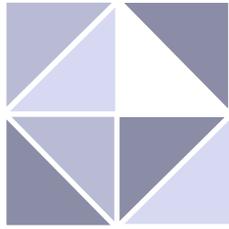
OES is currently exploring an emergency contract specific to transportation of people with disabilities or other access and functional needs.

The Coordinated Plan

Chapter 4

An Assessment of Transportation Needs





CHAPTER 4: AN ASSESSMENT OF TRANSPORTATION NEEDS

In 2019, the San Diego region’s public transportation system served over 335,000 passengers on a daily basis and continues to provide mobility options for both the discretionary and transit-dependent rider. Today, the region includes 1,700 miles of transit service including light rail, commuter rail, and local/regional bus, all of which include Americans with Disability Act of 1990 (ADA)-accessible vehicles. The region also is served by ADA paratransit. Federal ADA requirements mandate demand-based, origin-to-destination transportation within $\frac{3}{4}$ -mile from fixed-route transit. Paratransit services provide transportation to individuals who are not able to access or use fixed-route public transit due to a disability.

While fixed-route and ADA paratransit services remain a cost-effective and reliable means of travel, public transit is not always an available, appropriate, or accessible option for everyone in the San Diego region. For many individuals, their transportation needs call for a level of service that exceeds the basic level of service as required under the ADA. For example, an individual may require door-through-door assistance (more personalized hands-on trip assistance) or flexibility to make a reservation within the timeframe needed. Additionally, different transportation patterns and travel needs exist for different populations, which may make it difficult to use transit. The Federal Transit Administration (FTA) understands that in areas where local public transportation is “insufficient, inappropriate, or unavailable,” specialized transportation programs can complement the public transit system by providing the needed service¹. Specialized transportation programs help bridge gaps in service or meet specific transportation needs that public transit and paratransit are not able to fulfill. This chapter outlines the types of populations most likely to use paratransit and/or specialized transportation when fixed-route transit is not appropriate or accessible.

The Coordinated Plan identifies seniors (ages 65 and older per the FTA’s definition), individuals with disabilities, and low-income persons as transportation-disadvantaged populations, and further defines sub-populations within these groups. For example, there are distinct differences in the transportation needs of seniors based on age. The transportation needs of a 65-year-old generally are different from the needs of an 85-year-old. Other transportation-disadvantaged population groups were identified through public outreach and feedback from the Social Services Transportation Advisory Council (SSTAC), the Coordinated Plan Ad Hoc Committee, and the Consolidated Transportation Service Agency.

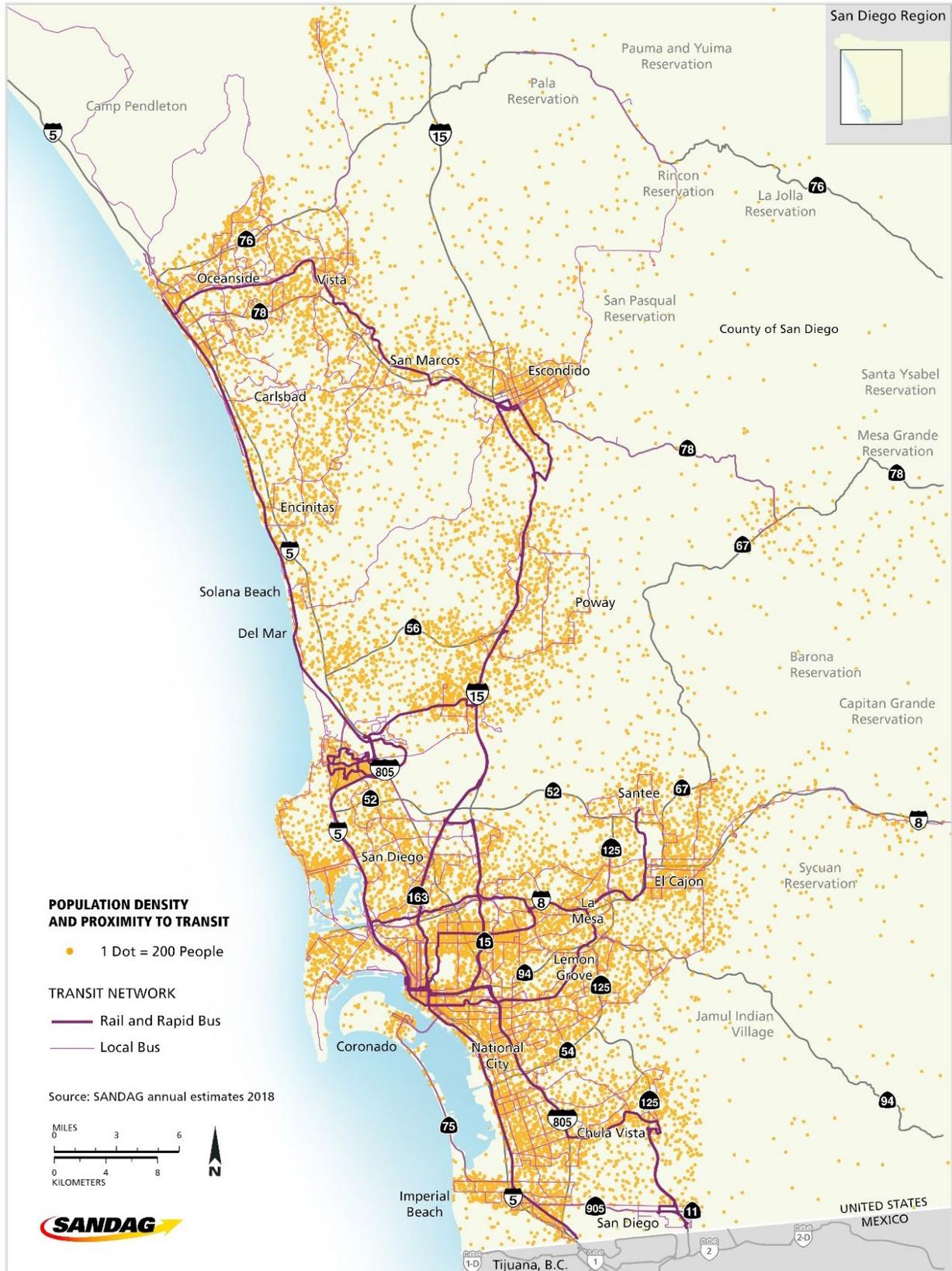
¹ U.S. Department of Transportation. “Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions.” FTA. Circular FTA C 9070.1G. 7 July 2014.

This chapter defines these population groups for the purpose of planning and operating effective transit and specialized transportation services. Maps are included in this chapter that show the regional distribution of transportation-disadvantaged populations. A map of the general population also is included to help frame the discussion and to illustrate spatial differences between the overall population and the identified groups. (See Figure 4.1.)

Below is an outline of the population groups discussed in Chapter 4:

- 4.1 Seniors**
- 4.2 Individuals with Disabilities**
- 4.3 Low-Income Individuals**
- 4.4 Other Identified Individuals**

Figure 4.1 – Population Density of San Diego County



4.1 Seniors

Definitions of “senior” vary based on funding sources and, by extension, the eligibility requirements for specialized transportation grant programs, including those administered by the San Diego Association of Governments (SANDAG). *TransNet*, the local half-cent sales tax in San Diego County, defines seniors as individuals ages 60 and older. Therefore, the Senior Mini-Grant program, which is funded through *TransNet*, supports programs that provide specialized transportation to seniors ages 60 and older. The FTA, by contrast, recognizes seniors as ages 65 or older. To be eligible for funding under FTA Section 5310, transportation programs or projects must serve seniors ages 65 and older. In this chapter, we provide analysis for seniors ages 65 and older, which is the common threshold for eligibility under both the Senior Mini-Grant and Section 5310 programs. Further, we divide “seniors” into two groups—seniors ages 65 to 84 and seniors ages 85 and older—in order to highlight the unique transportation needs of each.

According to SANDAG Current Estimates, seniors ages 65 years or older comprise 14.43% of the total population in San Diego, while those who are 85 and older make up 1.98% of the entire population and represent 12% of the senior population (ages 65 and older). Figure 4.2 and Figure 4.3 demonstrate the density of seniors ages 65 and older and seniors ages 85 and older respectively. Based on SANDAG Forecast data, the number of seniors ages 65 and older is expected to increase by more than double by 2050. The number of Seniors ages 85 and older is anticipated to nearly quadruple by 2050. For comparison, the total population is expected to increase by 83% by 2050.

Table 4.1 – Seniors in the San Diego Region

Age	2018		2050	
	Total	Percent	Total	Percent
Total Population	3,337,456	100.0%	4,011,145	100.0%
65 and older	481,750	14.4%	1,019,803	25.4%
85 and older	66,014	1.9%	258,754	6.5%

Source: SANDAG Current Estimates; SANDAG Series 14 Regional Growth Forecast, Version 17 (data extracted 04/2020)

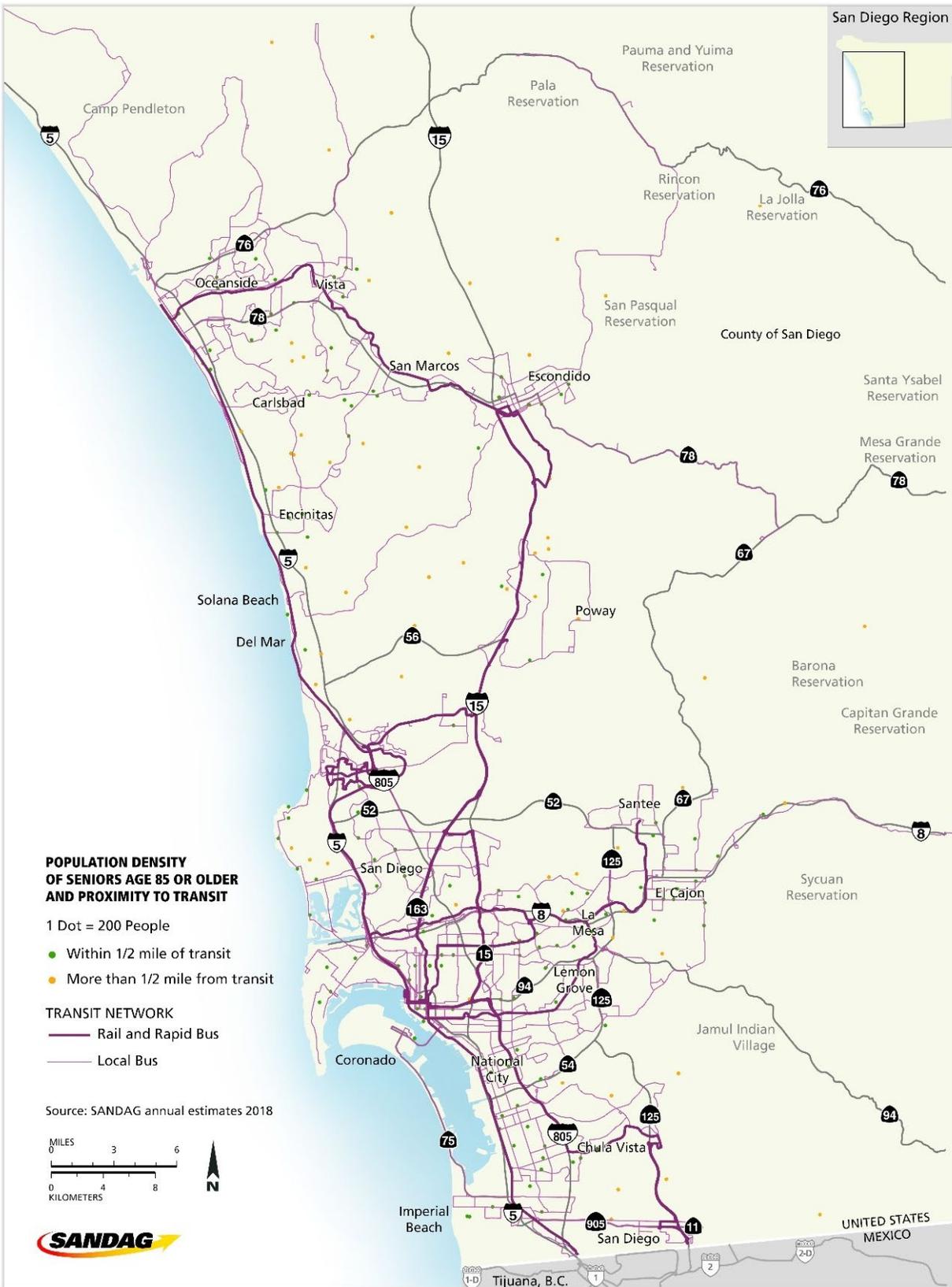
Table 4.1 shows SANDAG Current Estimates (2018) and Forecast data (2050) for these two population sub-groups.

Though the Coordinated Plan only covers a five-year time frame, incorporating consideration for future demographic changes accounts for good planning practices and helps prepare for a comprehensive future transportation network. Further, while the senior population continues to grow rapidly, seniors also are living longer, healthier, and more mobile lives compared to generations prior. It is expected that transit use among seniors will grow with the increase of the senior population and increased life expectancy. Transit remains the most cost-efficient transportation choice for seniors and can be a key component of an independent and active lifestyle. Given these projections, the San Diego region will need to plan for and provide transportation choices that accommodate the special needs of seniors.

Figure 4.2 – Population Density of Seniors Ages 65 and Older



Figure 4.3 – Population Density of Seniors Ages 85 and Older



► Transportation Needs Assessment of Seniors

The transportation needs of seniors can vary. Transportation needs of seniors include both emergency and non-emergency medical, nutrition-based, social (visiting family, seeing a play, etc.), and civic (volunteering, attending religious or community events, etc.) trips. Additionally, many seniors may still be working into their late sixties and even early seventies and may need transportation to and from their place of employment. Specific transportation needs for seniors, such as type and level of service, vary by ability. This section identifies characteristics of the senior population that will help shape an appropriate set of services to meet the changing mobility needs of seniors.

Seniors Ages 65 to 84

As many seniors in this age group are recent retirees, the need to maintain a strong social network is critical. Trips for volunteering or civic engagement are common as seniors continue to assume roles within the community. While a growing proportion of seniors exhibit a healthy and active lifestyle (and some still may remain in the workforce), the remaining seniors typically begin to experience a decline in cognitive, sensory, and physical functioning. These changes have a direct impact on their mobility. Declining health eventually prevents seniors from continuing to drive and forces them to look for alternative mobility options. These options may include public transit and community-based transportation programs. As individuals age, they are more likely to experience a loss in vision and/or hearing; exposure to temporary/chronic illnesses; an onset or continuation of cognitive impairments (e.g., dementia, Alzheimer's disease) and neurological disorders (e.g., Parkinson's disease, multiple sclerosis); an increased likelihood of using physical assistive devices; and other special health conditions (e.g., depression, cancer). Compounding these issues, older adults are likely to have limited opportunities to earn income as many seniors are retired and/or living on a fixed income, which may limit their mobility options.

Seniors Ages 85 and Up

Individuals ages 85 and older typically experience an increase in the severity of cognitive, sensory, and physical issues, and are more likely to require supplemental caretaking and aid from family, friends, and service providers. All health issues mentioned above typically are heightened in this age range. As the years advance, people are more likely to become incrementally more physically frail and may experience decreasing ability to complete daily tasks without assistance. Seniors age 85 and older also are more likely to have a mental/cognitive disease that affects their communication, will, health, and overall sense of well-being. Therefore, this population group is less likely to drive, which means public transit and specialized transportation become critical to meeting their mobility needs.

Transit Travel Training

As mentioned above, seniors ages 65 and older who exhibit limited physical, cognitive, or sensory impediments may be able to use transit to meet daily travel needs. However, seniors may be unfamiliar with transit or experience challenges learning and navigating transit, which can act as a deterrent. Travel training can encourage seniors to take more trips using transit. Travel training teaches seniors how to purchase fare (including the use of fare systems such as CompassCard or CompassCloud if using a smartphone), read transit maps and schedules, plan a trip, and board/de-board transit among other transit-related activities. Many travel-training programs organize group outings (such as going to the movies) via transit, which reduces the fear of learning a new skill and provides seniors with an opportunity to be social.



Specialized Transportation

Specialized transportation is an option for seniors with significant mobility challenges or when transit is not a viable option. Seniors ages 85 and older are more likely to need specialized transportation. Paratransit offers accessible origin-to-destination services within $\frac{3}{4}$ -mile of fixed-route transit. However, paratransit can be cost-prohibitive for low-income seniors or may not fully meet an individual's unique transportation needs. Specialized transportation programs provided by nonprofit organizations or local government agencies often offer more affordable services. Additionally, these programs may provide door-to-door or door-through-door services, which may be more appropriate for seniors who require additional assistance. These programs tend to provide seniors with more personalized care as well as opportunities for social interaction through group outings or through bonds formed between volunteer drivers and senior passengers.

Some specialized transportation providers may offer additional social services, such as nutrition programs or financial assistance. These services can fulfill non-transportation needs that seniors may not have met through other means. Holistic social service programs offer comprehensive services that ensure the overall well-being of seniors. Given the high instance of reduced cognitive function or dementia among seniors, especially seniors ages 85 and older, these riders may exhibit forgetfulness and need to receive extra reminders of trip reservations. Specialized transportation programs can offer personalized phone calls to ensure trip completion. Further, specialized transportation programs that offer additional social services may be better equipped to offer seniors extra assistance or fulfill needs that extend beyond transportation.

New technologies in ride-scheduling, dispatching, or fare-payment systems may be difficult for seniors to learn, which in turn can present unique challenges for specialized transportation providers. For example, though online or mobile application-based trip reservation capabilities can introduce efficiencies in ride-scheduling for specialized transportation providers, senior riders may continue to request trips by calling the provider on the phone. New technologies, however, can help specialized transportation providers achieve greater efficiencies in operations and make the process smoother for riders as well. For example, electronic fare payment can facilitate boarding and reduce dwell times. Currently, both MTS Access and NCTD LIFT require riders to provide exact cash or a prepaid ticket upon boarding, which can be cumbersome for riders and cause delays. Specialized transportation providers need to consider both the technology literacy of clients and potential benefits to both their agency and clients when integrating technology into the operation of their programs.

Generally speaking, senior mobility planning involves consideration for travel training, door-to-door service, volunteer driver programs, flex/demand-based transit, and reduced transit fare, among other services. Where transit is available and appropriate, fixed-route service is a reliable and cost-efficient means to meet seniors' daily needs. As some seniors begin to experience forms of decline, become frail, and/or are affected by a disability or impairment, they may require more specialized transportation services that fully accommodate their needs. Recognizing that there are some seniors that remain able to drive, the need for programs such as CarFit (which provides older adults the opportunity to check how well their personal vehicles "fit" them) and other road safety educational programs is important.

4.2 Individuals with Disabilities

Individuals with disabilities are identified as any persons with physical, developmental, behavioral, mental, visual, and/or hearing impairments. According to the 2018 American Community Survey (ACS) 1-year Estimates, 9.8% of the residents within the San Diego region have a disability. (See Figure 4.4 for a density map of individuals with disabilities within San Diego.)

► Transportation Needs Assessment of Individuals with Disabilities

The transportation needs of disabled individuals vary based on each individual's impairment. In all cases, however, access to transportation is a necessity for disabled individuals to fulfill basic daily needs; access healthcare, education, and work; and maintain their mental and physical well-being. Individuals with disabilities often are at a disadvantage in that their impairment may impede their placement in the workforce as well as access to further education. This leads to higher rates of unemployment, undereducation, and poverty among disabled individuals. Providing appropriate transportation options, including paratransit, for disabled individuals to access medical, social, and work/education-related destinations is critical in addressing the needs of a population that most likely is either transit-dependent or reliant on other specialized transportation programs.

Public Transit

Because there is a high correlation between individuals with disabilities and low income, transit is viewed as an attractive, cost-effective transportation option. A majority of individuals with disabilities live within ½-mile of a transit stop. (See Figure 4.4 in the next chapter.) Furthermore, complementary ADA paratransit service is available within ¾-mile of any transit stop, which extends transit coverage beyond its regular fixed-route service.

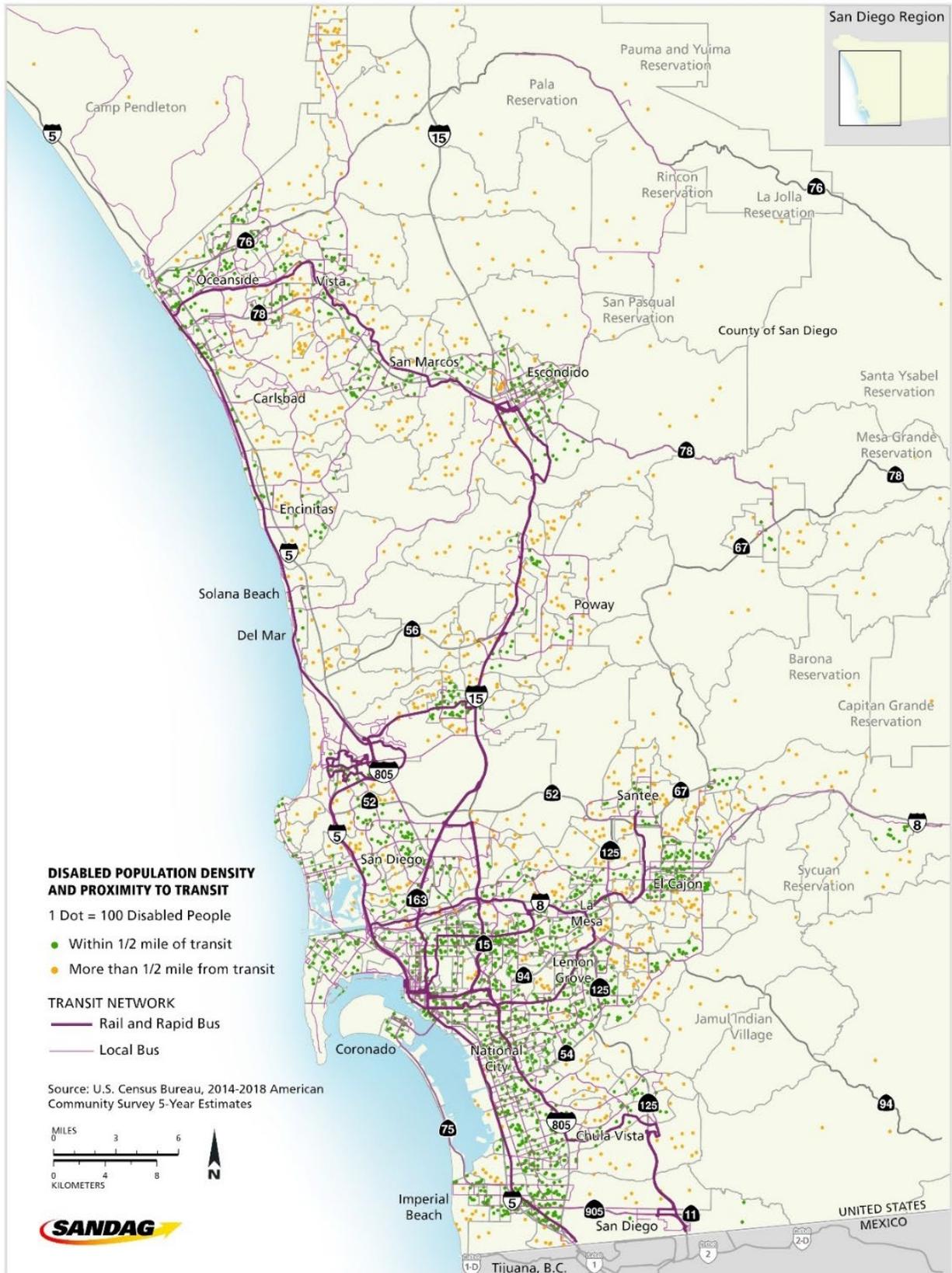
There are several considerations to be made when providing transit services for individuals with disabilities. Individuals with mobility impairments may require level boarding and/or ramp or lift access to board transit vehicles. They also may require priority seating and accommodations for service animals and mobility devices. Operators of transit vehicles, such as bus drivers, should receive sensitivity training to ensure proper and courteous interaction with individuals with disabilities, including those who have cognitive or behavioral disabilities. Training may include refresher courses to reinforce standard protocols such as pulling up alongside curbs, bus kneeling, and securing mobility devices.

The blind and individuals with visual impairments may require audio announcements at transit stops and on transit vehicles. Effective and consistent audio is critical to ensure ease of travel for these individuals. Automated audio announcements (as opposed to verbal announcements provided by operators of transit vehicles) can ensure that information is provided clearly and consistently. This information may be geo-referenced (using GPS technology) and provided in multiple languages. Tactile navigational features (such as truncated domes, curbs, or grooves in pavement) and/or radio-frequency identification or Bluetooth Low Energy transmitters should be incorporated into transit station designs to aid the blind and individuals with visual impairments in orienting themselves, accessing station features (such as ticket vending machines), and boarding transit vehicles safely.

Specialized Transportation

Conventional public transit or paratransit is not always an appropriate or applicable service for individuals with disabilities. Specialized transportation programs that go beyond paratransit may offer door-to-door or door-through-door services and offer individuals with disabilities with the level of assistance they require. Considerations for providing specialized transportation to individuals with disabilities include, but are not limited to, accommodations for mobility devices (e.g., wheelchairs, canes, scooters), service animals, and Personal Care Attendants; assistance with ride scheduling; sensitivity to long waits/long travel schedules and adverse weather conditions (as it may relate to medical conditions); and protective infrastructure.

Figure 4.4 – Population Density of Individuals with Disabilities



4.3 Low-income Individuals

Persons living at or below 200% of the poverty line are recognized as low-income. According to the 2018 ACS 1-year Estimates, 27.32% of San Diego County residents are low-income (see Figure 4.5 for a map showing the density of low-income individuals within the region).

► Transportation Needs Assessment of Low-income Individuals

One of the biggest challenges for low-income individuals is limited access to transportation. Low-income individuals often do not have access to a vehicle and/or rely on public transportation to meet their trip-making needs. Without adequate public transit, low-income individuals often spend disproportionate amounts of time and money to access education, jobs, and recreation, which can prevent them from climbing out of poverty.

Many low-income individuals work non-traditional schedules (late night, early morning, or on weekends) at times when public transit may be less frequent. Compounding this, many households require that both heads of household (or singularly) contribute to the family's income. Many transit trips include the transport of multiple children, as daycare is an added expense to budgets that are already stretched to and beyond their limit. The majority of low-income households live within ½-mile of a transit stop (see Figure 4.5 in the next chapter). Fixed-route transit, therefore, could be a convenient option to meet their transportation needs. Low-income individuals need frequent, cost-effective, and reliable transit service to ensure access to employment, education, and other needs. Access to trip-planning resources, such as the internet or a smartphone, remains an impediment for some low-income individuals who may not be able to afford or access these resources.

Since low-income individuals typically depend on public transit to get to work, it is important to compare the population density of low-income individuals with that of places of employment. Figure 4.5 shows the population density of low-income individuals. Figure 4.6 shows densities of jobs within the San Diego region. Major employment centers are located in the denser urban areas of South Bay, Downtown San Diego, Mission Valley, Kearny Mesa, Sorrento Valley, Poway, and the northern cities of Carlsbad, Escondido, Oceanside, San Marcos, and Vista. Comparing Figure 4.5 and Figure 4.6, clusters of low-income populations are located in close proximity to only a few of the major employment centers. There are not high concentrations of low-income populations living in and around the following employment centers: University City, Miramar, Kearny Mesa, Sorrento Valley, Poway, and Eastern Carlsbad. Fixed-route transit service currently serves these areas. However, given the remote location of these employment centers as compared to where low-income individuals reside, transit trips are long and may require multiple transfers. Low-income individuals require greater regional connectivity to ensure access to employment throughout the county.

Figure 4.5 – Population Density of Low-Income Individuals

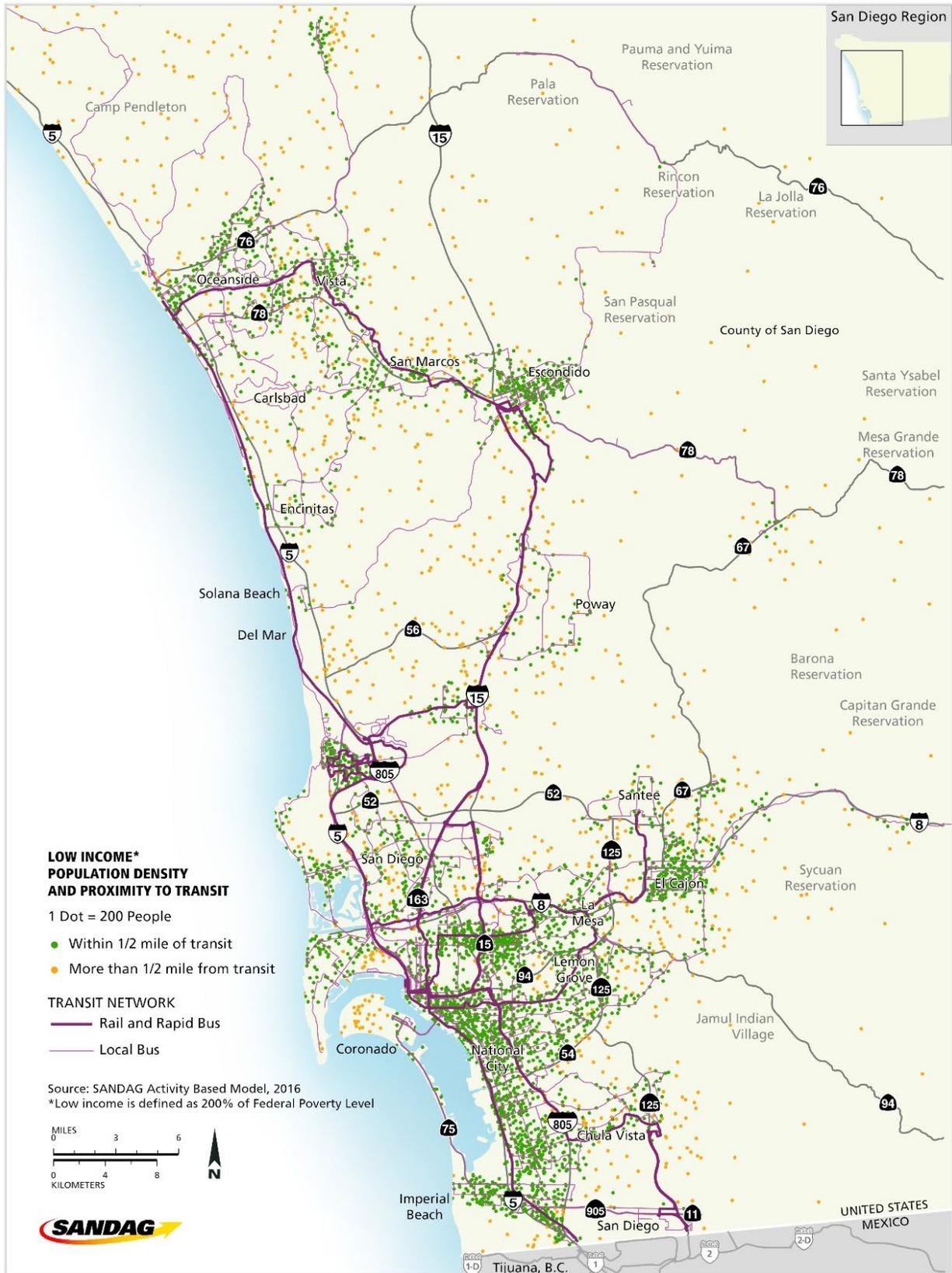
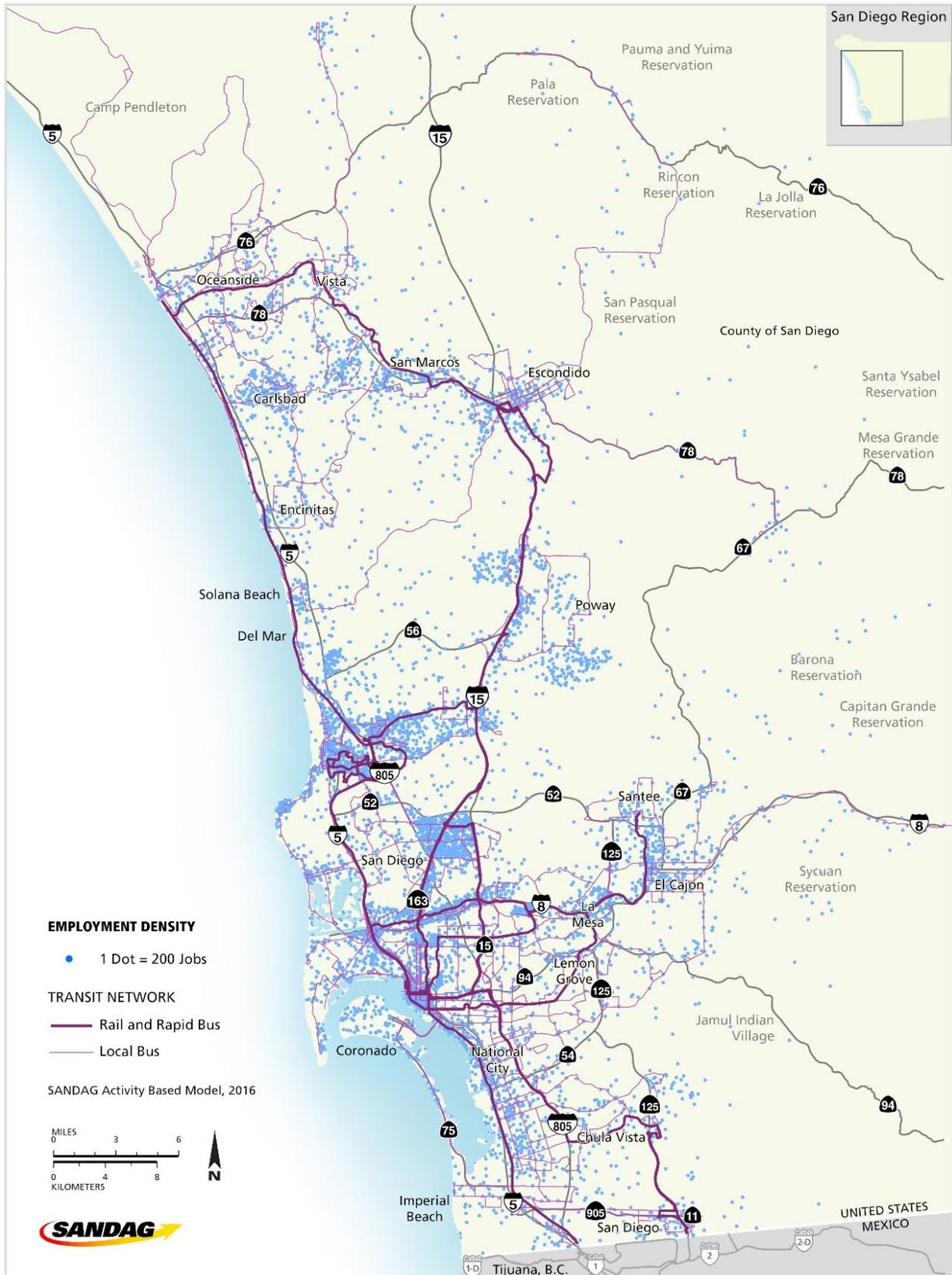


Figure 4.6 – Employment Density



4.4 Other Identified Individuals

The groups discussed above represent the bulk of individuals most likely to use public transit or participate in some form of specialized transportation due to age, disability, or low income. However, there are other groups that also are transit-dependent and have comparable transportation needs. These groups are identified and discussed in the following subsections.

► Limited English Proficient Persons

Limited English Proficient (LEP) persons are persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. According to the 2018 ACS 1-year Estimates, 14.1% of the population in San Diego County are LEP persons. The top four languages other than English spoken in San Diego County are Spanish, Tagalog, Vietnamese, and Chinese. Spanish speakers comprise almost 63% of all LEP persons in San Diego County. Table 4.1 shows the LEP population in San Diego County by language spoken for the 22 language groups that have at least 1,000 LEP speakers.

Table 4.2 – LEP Persons in San Diego County

Languages*	LEP Population	Percent of All LEP Persons	Percent of Total Population (5 years and older)
Spanish	267,748	62.58%	8.54%
Tagalog (incl. Filipino)	31,528	7.37%	1.01%
Vietnamese	28,357	6.63%	0.90%
Chinese (incl. Mandarin, Cantonese)	23,849	5.57%	0.76%
Arabic	12,429	2.91%	0.40%
Amharic, Somali, or other Afro-Asiatic languages	7,775	1.82%	0.21%
Korean	6,581	1.54%	0.21%
Persian (incl. Farsi, Dari)	6,170	1.44%	0.20%
Thai, Lao, or other Tai-Kadai languages	5,857	1.37%	0.19%
Japanese	5,161	1.21%	0.38%
Russian	4,544	1.06%	0.14%
Other languages of Asia	3,022	0.71%	0.10%
Ilocano, Samoan, Hawaiian, or other Austronesian languages	2,360	0.55%	0.08%
Other and unspecified languages	2,174	0.51%	0.07%
Punjabi	1,953	0.46%	0.06%
Portuguese	1,699	0.40%	0.05%
Italian	1,651	0.39%	0.05%
Other Indo-European languages	1,567	0.37%	0.05%
Hindi	1,564	0.37%	0.05%
Khmer	1,286	0.30%	0.04%
Urdu	1,277	0.30%	0.04%
Ukrainian or other Slavic languages	1,218	0.28%	0.04%

Source: 2018 ACS 1-year Estimates, Table B16001 Languages Spoken at Home by Ability to Speak English for the Population 5 Years and Over

* Restricted to languages spoken by at least 1,000 LEP persons

Transportation Needs Assessment of LEP Persons

Language can act as a barrier for LEP persons in accessing transportation, including public transit, and participating in transportation planning. LEP persons require transit information, such as transit maps, schedules, and announcements, in languages other than English. Additionally, LEP persons require other language assistance measures, such as translation and interpretation services, to ensure meaningful participation in transportation planning.

The U.S. Department of Transportation (U.S. DOT) requires that agencies receiving U.S. DOT funding provide language assistance to LEP persons. As a component of compliance, agencies must outline language assistance measures in a Language Assistance Plan (LAP). SANDAG, MTS, NCTD, and social service transportation providers receiving Section 5310 funding each have their own LAP. The SANDAG LAP is available at sandag.org/lap.

► Veterans

San Diego County is home to over 208,000 veterans. While a significant number of older veterans already reside in San Diego, many newly discharged service members choose to remain in the region as well. The need for services that will aid in their process of reintegrating into society is imperative. Integrating post-military service individuals into the workforce, family life, and/or society in general remains a federal and local objective, and a host of organizations currently exist to provide support for younger and older veterans. Yet with the expected increase in post-war servicepersons, an inevitable rise in assistive services (especially medical-related) will need to be accounted for in future program developments. However, while services such as vocational counseling, work-readiness assistance, post-secondary educational training, and other independent living services may exist, the willingness of veterans to participate in such programs, for one reason or another, is a continued obstacle for agencies. Inasmuch as reluctance and stigma may be a deterrent for veterans seeking health care or other life-sustaining and life-enhancing activities, the availability of efficient and appropriate veteran transportation services stands as a pragmatic barrier.



Transportation Needs Assessment of Veterans

Individuals with service-connected disabilities may require access to healthcare, rehabilitative services, other independent living services, and job-related trainings. Service requirements for veterans should provide specialized care and related medical and social support. Veteran transportation programs should consider flexible and resource-efficient programs that strive to reach the multitude of needs experienced by this population. At a minimum, a program should assess the feasibility of vanpools, taxi vouchers, transportation network companies, public-private partnerships (between the Veterans Affairs Medical Centers and a local transportation provider), a mobility-management component, and a provision of flexible routes and feeder services to transit. Service requirements may include lift-operated vehicles and flexible-route paratransit shuttles for immobilized and remote (rural) Veterans Affairs patients. Additionally, an appropriate service should integrate veterans with non-veterans to facilitate integration of veterans into civilian life.

As part of the Veterans Transportation and Community Living Initiative Grant, SANDAG, 211 San Diego, and Full Access and Coordinated Transportation focused on improving the information about San Diego County's transportation services to military/veterans (and all residents) through an enhanced directory of resources, a "one-call" 24/7 live telephone service, and a "one-click" transportation website and mobile web application powered by a new Salesforce platform. One Call/One Click serves as a one-stop-shop for access to information and resources for transportation and other support services, and is an integral part of 2-1-1's Community Information Exchange.

► Refugees/Asylum Seekers

Refugees and asylum seekers are individuals who had to flee their home due to war, persecution, or natural disaster. San Diego County is home to the largest refugee and asylum seeker population in California. According to the San Diego County Resettlement Agencies, over 975 refugees from 34 countries resettled within the San Diego region during Federal Fiscal Year (FFY) 2018-2019 (See Table 4.3). In recent years, a large proportion of refugees resettling in San Diego County have arrived from the Middle East. In FFY 2018-2019, refugees from Afghanistan and Iraq made up over 35% of all refugees resettling in San Diego County.

Table 4.3 – FFY 2018-2019 Refugee Arrivals in San Diego County

Country of Origin	Number of Refugees	Percent of Arriving Refugees
Haiti	304	31.15%
Afghanistan	294	30.12%
Democratic Republic of Congo	114	11.68%
Iraq	60	6.15%
Burma	43	4.41%
Syria	33	3.38%
South Sudan	18	1.84%
Iran	15	1.54%
Russia	11	1.13%
Ethiopia	10	1.02%
Cuba	8	0.82%
Eritrea	7	0.72%
Mexico	7	0.72%
Nigeria	6	0.61%
Uzbekistan	6	0.61%
Burundi	4	0.41%
Colombia	4	0.41%
Republic of Congo	4	0.41%
Ukraine	4	0.41%
Brazil	3	0.31%
Nicaragua	3	0.31%
Venezuela	3	0.31%
Kenya	2	0.20%
Lebanon	2	0.20%
Somalia	2	0.20%
Cambodia	1	0.10%
Cameroon	1	0.10%
El Salvador	1	0.10%
Georgia	1	0.10%
Guatemala	1	0.10%
Honduras	1	0.10%
Moldova	1	0.10%
Pakistan	1	0.10%
Zambia	1	0.10%

Source: San Diego County Resettlement Agencies, Monthly Refugee Arrivals Report for FFY 2018-2019 by Country of Origin

Transportation Needs Assessment of Refugees

Transportation access and mobility are recognized as vital components of an effective and successful resettlement process. The need for services and improved access is crucial in enabling refugees and asylum seekers to integrate smoothly into their new home. During this adaptive stage, they are more likely to experience a cultural shift, as they are dealing with different cultural traditions, language barriers, and other issues that may impede access to healthcare, gainful employment, or other basic needs.

Refugees and asylum seekers living within close proximity to transit are encouraged to use fixed-route transit. Refugees and asylum seekers require reliable, expanded transit (e.g., extended service hours, higher frequency) with greater regional connectivity to ensure access to healthcare, education, employment, and other basic needs. Travel training and mobility assistance programs, in addition to language assistance, are key factors in providing efficient access to transit to aid in the adaptation process. Driver's education classes, car-buying assistance, donated vehicles, shuttles, and vanpooling also are viable options.



► Youth, Including Foster and Homeless Youth

Youth refers to the population under the age of 18. According to SANDAG Current Estimates, there are more than 801,000 people under the age of 18 in the San Diego region, accounting for 24% of the total regional population.

Foster youth are children who have been temporarily or permanently removed from their home due to neglect, maltreatment, inadequate care, or other conditions that jeopardize their safety. The U.S. Foster Care System provides temporary safe living arrangements and therapeutic services for foster youth. According to the County of San Diego's Child Welfare Services, as of July 1, 2019, there were 3,086 children receiving services. Foster youth are likely to experience physical and emotional trauma that affect their healthy development and success in school. In addition to initial displacement, foster youth often undergo multiple changes in their living arrangements.

Homeless youth are youth who lack parental, foster, or institutional care. This population is likely to face increased threats to both physical and mental health while living on the streets or in shelters. Since the majority of homeless youth are under the driving age, transportation access to local shelters, refuge/assistance programs, medical facilities, and employment destinations is a significant concern for this demographic.

Transportation Needs Assessment of Youth

Safe access to school is a basic need of young people. The SANDAG Safe Routes to School program works to make biking and walking to school safer. The program combines infrastructure improvements with education, encouragement, and other programs to create walkable and bike-friendly communities, make biking and walking more attractive travel choices for families throughout the region, and improve public health. Yellow school bus transportation services provided by school districts, such as the San Diego Unified School District, as well as reliable transit service, are also critical in ensuring youth get to and from school safely.

Low-income and/or homeless youth are significantly disadvantaged as they may lack the ability to pay for transit or other means of transportation. As transit is the most cost-effective option available to this group, the service parameters involve connecting this population with the existing fixed-route services and finding resources to subsidize the travel. Specific travel needs vary from accessing shelter, assistance programs, medical facilities, and, where applicable, education/employment facilities. Transportation to these previously mentioned destinations is a critical component for homeless youth in the transitional process to more stable living conditions.

Foster youth have unique transportation needs due to their often-evolving living conditions. In order to maintain school stability for foster youth, the San Diego County Office of Education (SDCOE) allows foster youth to continue attending their school of origin or "home" school after they have been placed in foster homes outside of their "home" school's neighborhood.

► Tribal Nations

In the San Diego region, there are 17 independent sovereign tribal nations with jurisdiction over 18 reservations – the most in any county in the United States. Table 4.4 provides a list of the American Indian reservations and federally recognized tribal governments in the region.

Table 4.4 – American Indian Reservation and Federally Recognized Tribal Governments in the San Diego Region

Reservation Name	Tribal Government
Barona	Barona Band of Mission Indians
Campo	Campo Band of Kumeyaay Indians
Capitan Grande	Joint Power Authority between Barona and Viejas
Ewiiapaayp	Ewiiapaayp Band of Kumeyaay Indians
Inaja and Cosmit	Inaja Cosmit Band of Diegueño Mission Indians
Jamul Indian Village	Jamul Indian Village of California
La Jolla	La Jolla Band of Luiseño Indians
La Posta	La Posta Band of Mission Indians
Los Coyotes	Los Coyotes Band of Cahuilla/Cupeño Indians
Manzanita	Manzanita Band of the Kumeyaay Nation
Mesa Grande	Mesa Grande Band of Mission Indians
Pala	Pala Band of Mission Indians
Pauma and Yuima	Pauma Band of Luiseño Indians
Rincon	Rincon Band of Luiseño Indians
San Pasqual	San Pasqual Band of Mission Indians
Santa Ysabel	Iipay Nation of Santa Ysabel
Sycuan	Sycuan Band of the Kumeyaay Nation
Viejas	Viejas Band of the Kumeyaay Indians

Source: SANDAG Final Intra-regional Tribal Transportation Strategy, January 2018

Transportation Needs Assessment of Tribal Nations

There are a number of transportation issues that affect reservations, as they are all located in remote areas. The degree of remoteness ranges from those that are outside the urban transportation system but near major highways, such as Viejas, to those that are not even fully connected to county roads, such as Los Coyotes. The physical isolation of reservations from the regional transportation system—both in terms of infrastructure and transit services—limits tribal nations from accessing economic opportunities as well as health, social, and cultural services.

Over the past 14 years, the Southern California Tribal Chairmen’s Association (SCTCA) and SANDAG have developed a government-to-government relationship to address regional planning issues. The SCTCA sits on the SANDAG Board and Policy Advisory Committees. At a technical level, SANDAG coordinates the Interagency Technical Working Group on Tribal Transportation Issues (Working Group). The purpose of the Working Group is to serve as a forum for tribal governments in the region to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators. In partnership with the SCTCA, the Working Group monitors and provides input on the implementation of the strategies and planning activities related to transportation mutually developed through the San Diego Regional Tribal Summit. The Working Group reports to the SANDAG Borders Committee, which reports to the SANDAG Board of Directors, on tribal-related transportation activities.

Both SANDAG and the SCTCA recently collaborated on an Intraregional Tribal Transportation Strategy to address the tribal transportation needs in the San Diego region in an effective and innovative way. This strategy can be found online at sandag.org/uploads/publicationid/publicationid_4480_23377.pdf.



► Ex-Offenders

Ex-offenders are persons who have been convicted of crimes and have reentered society after incarceration. Throughout 2019, a total of 18,546 unique individuals were on probation supervision at one time or another in San Diego County, a number which does not include those under parole supervision by the State.

Transportation Needs Assessment of Ex-Offenders

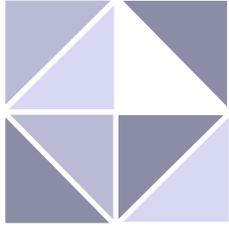
Many ex-offenders face challenges in securing stable housing and employment after incarceration. Providing affordable access to transportation can assist ex-offenders in reentering society. While transportation options may be available to ex-offenders who are enrolled in residential, employment, or training programs, there are not currently any standalone services. There are several organizations that assist individuals who have no personal means of transportation and are unable to use public transportation without fare assistance, and ex-offenders may qualify for assistance through these organizations. Interested parties can call 211 or visit 211sandiego.org for more information.

The Coordinated Plan

Chapter 5

Strategies and Projects to Address Transportation Gaps





CHAPTER 5: STRATEGIES AND PROJECTS TO ADDRESS TRANSPORTATION GAPS

This chapter identifies gaps between current transportation services and user needs and offers strategies to address those gaps. The analysis and identification of service gaps within San Diego is based on a compilation of sources including the 2018 SANDAG Annual Demographic Estimates, the 2016 SANDAG Activity-Based Model; the United States Census Bureau 2014-2018 American Community Survey (ACS) 5-Year Estimates (also included in Chapter 4); the availability of transit services as outlined in Chapter 3; and feedback received through outreach efforts targeting both transportation providers and riders described in Chapter 2 and included in Appendix A. As was noted in Chapter 4, public transit often is the most cost-effective and productive means of travel for seniors, low-income individuals, and individuals with disabilities, among other population groups. In the case that transit is not available, sufficient, or appropriate, specialized transportation services help to round out a more balanced mobility network for the region. This chapter begins with a discussion of service gaps and then provides strategies and projects that can allow for a seamless transportation network of both public transit and specialized transportation services. Some projects discussed in this chapter have already been implemented within the San Diego region, while others are nationwide best practices that can be applied locally. This chapter's discussion of service gaps (Section 5.1) and strategies to fulfill those gaps (Section 5.2) sets the stage for the prioritization of strategies in Chapter 6.

Chapter 5 includes the following sections:

- 5.1 Gaps in Transportation Services**
- 5.2 Strategies**

5.1 Gaps in Transportation Services

Gaps in transportation services were identified by comparing data from the 2018 SANDAG Annual Demographic Estimates, the 2016 SANDAG Activity-Based Model, United States Census Bureau 2014-2018 American Community Survey (ACS) 5-Year Estimates, and the transportation inventory in Chapter 3. This information was supplemented with testimony given at focus groups and other outreach meetings. Target population groups alongside fixed-route public transit were analyzed to show where transit service can meet the daily needs of those population groups within the region. This determination was based on the Federal Transit Administration's (FTA's) guidelines of ½-mile walking distances to transit stations.¹

As part of the preparation for the 2020 Coordinated Plan update, SANDAG completed a long-term [Specialized Transportation Strategic Plan](#) to address the increasing specialized service needs of seniors and persons with disabilities. This Plan was identified as a Near-Term Action for implementation in San Diego Forward: The Regional Plan, and included a discussion on gaps in service.

The key gaps identified in the Strategic Plan included a lack of spontaneous travel choices, insufficient service levels, inefficient transfers, poor first- and last- mile connections, a need for safety enhancements, a need for door-through-door service, insufficient access to amenities, limited transportation options, a need for improved service announcements, inaccessible Transportation Network Company (TNC) vehicles, inefficient resources for passengers, and insufficient wayfinding at stations.

The SANDAG Urban Area Transit Strategy and Safe Routes to Transit methodology, included in San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP), recognize that the success of fixed-route service relies on a certain level of investment in transit-supportive land uses (e.g., good pedestrian access/connectivity and sufficient residential and employment densities). A goal of the Urban Area Transit Strategy is to maximize transit ridership in the greater urbanized area of the region. The Safe Routes to Transit methodology captures the land use and transportation network context surrounding transit stations and identifies project areas where bicycle and pedestrian access improvements are needed. This includes improved access to transit to connect people to nearby schools and commercial and residential areas.

While this chapter and the following chapter focus on seniors, individuals with disabilities, and low-income individuals, the general population is also mapped to frame the discussion. Figure 5.1 shows population density in relation to transit. Each dot represents 200 people, with different colored dots used to identify the population that lives within a ½-mile walking distance to a transit station.

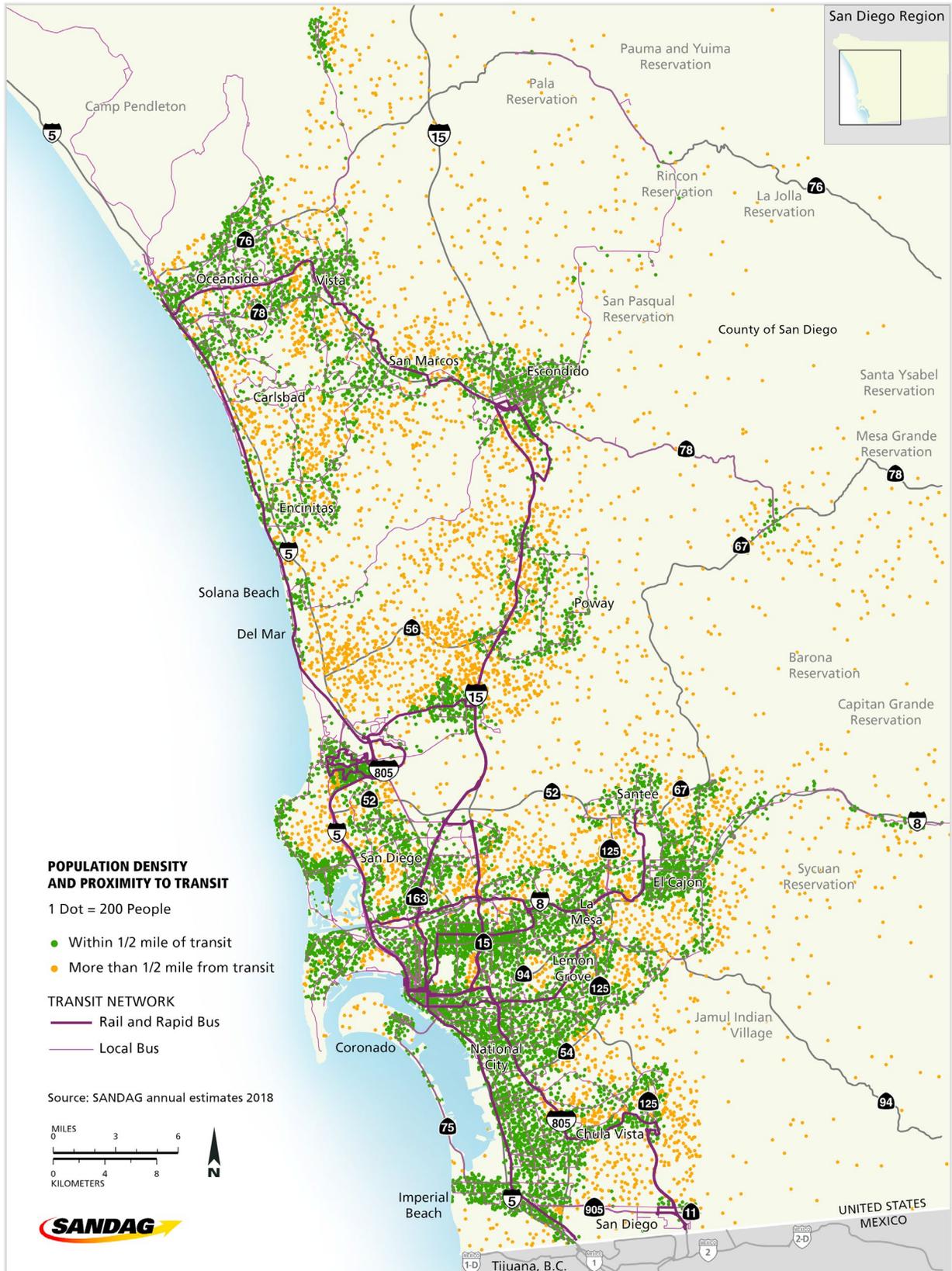
¹ Federal Register/Vol. 74, No. 218/Friday, November 13, 2009, "All pedestrian improvements located within ½-mile and all bicycle improvements located within three miles of a public transportation stop or station shall have a de facto relationship to public transportation."

As seen in Figure 5.1, many communities contain areas with significant population densities that are more than a ½-mile from the nearest transit stop. These areas are listed in Table 5.1.

Table 5.1 – Areas with Significant Population Densities Beyond ½ Mile of Transit

Bonita	Poway
Carlsbad	Rancho Bernardo
Carmel Valley	Rancho Penasquitos
Chula Vista	Rancho San Diego
Clairemont Mesa	Sabre Springs
Del Mar	San Carlos
Encinitas	San Marcos
La Jolla	Santee
Lakeside	Scripps Ranch
Linda Vista	Sorrento Valley
Mira Mesa	Spring Valley
Oceanside	Tierrasanta
Otay Mesa	Tri-City
Otay Ranch	University City

Figure 5.1 – Population Density Beyond ½-Mile Transit Service Area



► **Transit and Specialized Transportation Gaps — Seniors**

The map in Figure 5.2 shows the region’s senior population in relation to transit (note that each dot represents 100 seniors). As the map demonstrates, significant transit coverage is available to seniors (ages 65 and older) throughout most of the urbanized areas of the county. NCTD provides fixed-route BREEZE service near all of the major freeways and rail (COASTER and SPRINTER) corridors where seniors are concentrated. While MTS provides transit coverage for the majority of seniors in its service area, there are some identified gaps. Areas with significant senior population density not serviced by transit can be seen on the map in Figure 5.2 and are listed in Table 5.2.

Table 5.2 – Areas with Significant Senior (Ages 65 and Older) Population Densities Beyond ½ Mile of Transit

Bonita	Poway
Carlsbad	Rancho Bernardo
Carmel Mountain	Rancho Penasquitos
Carmel Valley	Rancho San Diego
Del Mar	San Carlos
El Cajon	Santee
Encinitas	Scripps Ranch
La Jolla	Sorrento Valley
Lakeside	Spring Valley
Oceanside	Tierrasanta
Otay Ranch	Tri-City
Mira Mesa	University City

As discussed in Chapter 4, the needs of a 65-year-old often vary from the needs of an 85-year-old. Figure 5.3 displays the 85 and older population’s proximity to a transit station using one dot to represent 100 seniors ages 85 and older. As shown in Figure 5.3, most communities with significant densities of seniors ages 85 and older are served by public transit. However, it is challenging for many of these individuals to walk ½-mile to a transit station. Increasing rates of physical, cognitive, and sensory impairments may impede their ability to use fixed-route services altogether. As the health of seniors deteriorates, their needs may be better met using specialized transportation services. There are still areas with significant densities of seniors ages 85 and older that are not within ½-mile of a transit station. Those areas are considered transit gaps for this age group and are listed in Table 5.3.

Table 5.3 – Areas with Significant Senior (Ages 85 and Older) Population Densities Beyond ½ Mile of Transit

Carlsbad	Poway
Carmel Valley	Rancho San Diego
El Cajon	Rancho Penasquitos
La Jolla	Sabre Springs
La Mesa	Scripps Ranch
Mira Mesa	Sorrento Valley
Oceanside	Spring Valley
Otay Ranch	Tri-City

Figure 5.2 – Population Density of Persons Ages 65 Plus Beyond ½-Mile Transit Service Area

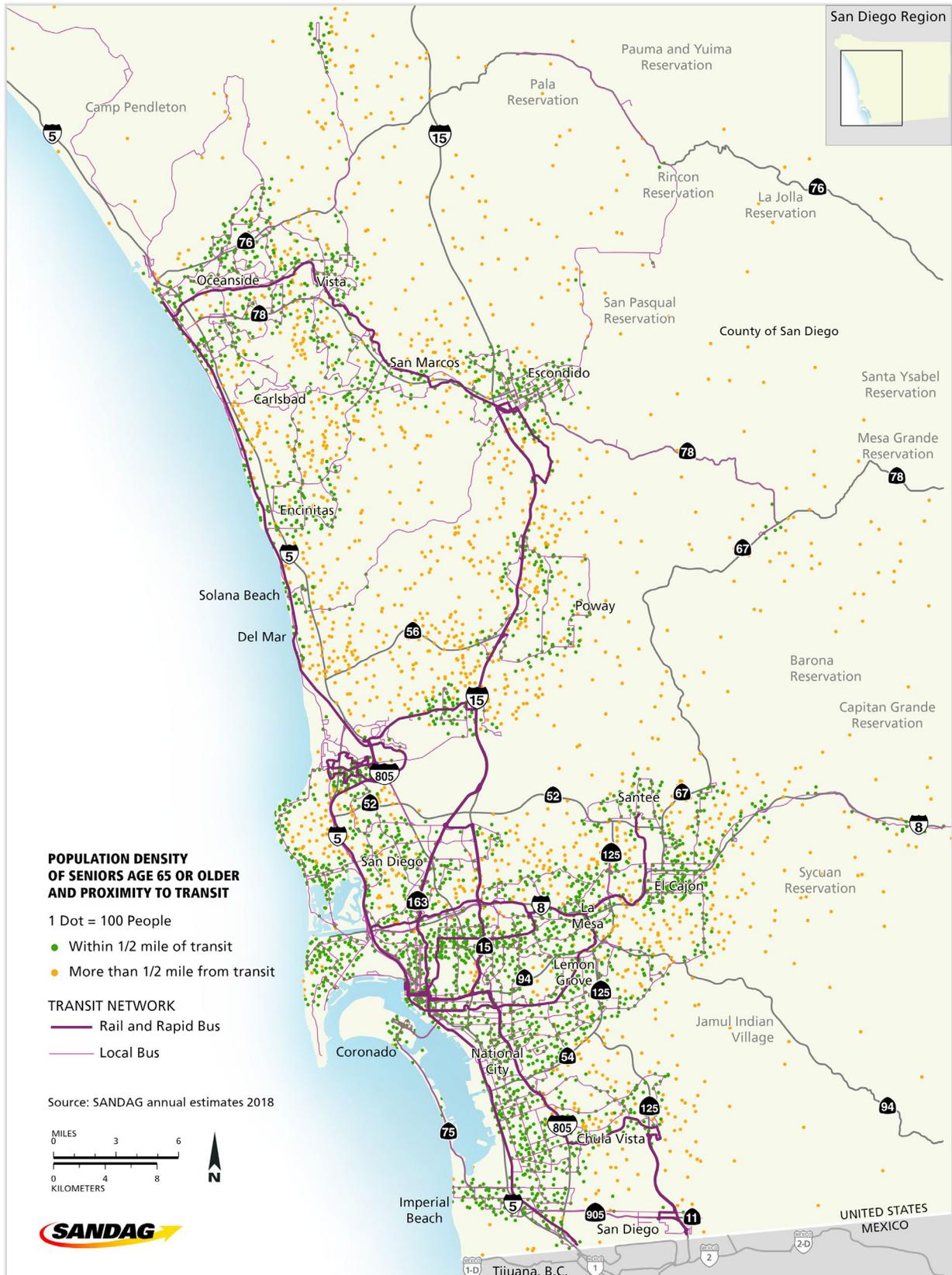


Figure 5.3 – Population Density of Persons Ages 85 Plus Beyond ½-Mile Transit Service Area



► **Transit and Specialized Transportation Gaps — Individuals with Disabilities**

The population density of individuals with disabilities in San Diego County closely mirrors that of the general population. Additionally, areas with high concentration of disabled persons include higher concentrations of poverty. Figure 5.4 shows individuals with disabilities in relation to transit using one dot to represent 100 individuals with disabilities.

Drawing from Figure 5.4, the majority of individuals with disabilities live within ½-mile of a transit stop or station. Areas with significant concentrations of disabled persons that lack sufficient transit coverage are listed in Table 5.4.

Table 5.4 – Areas with Significant Disabled Population Densities Beyond ½ Mile of Transit

Bonita	Poway
Carlsbad	Rancho Bernardo
Carmel Mountain	Rancho Penasquitos
Carmel Valley	Rancho San Diego
El Cajon	Sabre Springs
Encinitas	Santee
Lakeside	Sorrento Valley
Kearny Mesa	Spring Valley
Mira Mesa	Tierrasanta
Oceanside	Tri-City
Otay Mesa	University City
Otay Ranch	Vista

The Americans with Disabilities Act of 1990 (ADA) paratransit serves certified individuals up to a ¾-mile distance from a transit stop or station. Therefore, paratransit expands transit coverage to include nearly all communities with significant concentrations of disabled populations. However, not all individuals who are disabled qualify for ADA paratransit services. For these disabled persons and those who qualify but live outside the ¾-mile paratransit service boundary and have no access to paratransit service, needs may be met using alternate specialized transportation services, such as those listed in Chapter 3.

► **Transit and Specialized Transportation Gaps – Low-Income**

For the purposes of this assessment, low-income individuals are persons living at or below 200% of the poverty line. Gaps in transit service for this population are denoted in Figure 5.5 with one dot representing 100 low-income individuals. Areas with significant concentrations of low-income individuals not served by transit are listed in Table 5.5.

Table 5.5 – Areas with Significant Low-Income Population Densities Beyond ½ Mile of Transit

Bonita	Otay Ranch
Carlsbad	Ramona
Carmel Valley	Rancho Penasquitos
Chula Vista	San Carlos
Kearny Mesa	San Marcos
Lakeside	Sorrento Valley
Mira Mesa	Spring Valley
Oceanside	Tierrasanta
Otay Mesa	Tri-City

Figure 5.5 – Population Below 200% of Poverty Line Beyond ½-Mile Transit Service Area



5.2 Strategies

The four general and their specific strategies in this chapter were developed and refined by analyzing the identified transit gaps, through the work completed in the Specialized Transportation Strategic Plan, assessing successful projects in the San Diego region and best practices nationwide, and using stakeholder feedback received through outreach meetings, the Coordinated Plan Ad-Hoc Working Group, and the Social Services Transportation Advisory Council. Strategies are identified as Very High, High, Mid, and Low priorities in Chapter 6.

► 1. Evaluate and Maintain Existing Transportation Services

While the majority of strategies in this chapter address transportation needs that currently are not being met, existing transportation services are a lifeline for San Diego County residents. It is important that these critical services are maintained. Consistency in available transportation services allows individuals dependent on these services to make appropriate housing choices in areas that are well served. When a transportation service is discontinued due to a lack of funding, many individuals reliant on that service suffer and a new gap in service is created. Transportation services that are dependent on competitive grant funding are encouraged to seek other sources of funding or methods of achieving operational sustainability.

Specific strategies that should be implemented include:

- ▶ Continuing to fund operations of existing transit and specialized transportation services, including existing door-to-door and door-through-door transportation services
- ▶ Maintaining assets, such as vehicles, in a state of good repair and replacing vehicles that have exceeded their useful life

It is important to monitor and evaluate existing services to make sure they are efficient and productive; this applies to both public transit and specialized transportation services. Both MTS and NCTD conduct regular service changes in order to ensure that transit services are optimized. Service changes allow the agencies to adjust schedules to improve On-Time Performance and ensure that the transportation needs of the public are being met. While public transit providers periodically complete an in-depth assessment of their services, specialized transportation providers need to analyze their service productivity on an ongoing basis. Evaluating transportation services allows for service modifications and implementation of other solutions that can be cost-effective and within existing budgets.

Specific strategies that should be implemented include:

- ▶ Examining effectiveness of existing services, including consumer markets, travel demand, customer satisfaction, and operational efficiency
- ▶ Studying the feasibility of non-emergency medical transportation using Medicaid/Medi-Cal funding

▶ 2. New or Expanded Services to Meet Identified Gaps

To address the gaps identified earlier in this chapter, new projects must be implemented or existing projects must be expanded. A variety of services can be implemented to address each area where there is a gap. Chapter 3 identified types of services that best suit the needs of the different population groups.

Specific strategies that should be implemented include:

- ▶ Developing new volunteer driver programs, shuttle programs, non-emergency medical transportation, and door-to-door or door-through-door services to serve areas with identified gaps
- ▶ Developing or improving first-mile/last-mile services to tie into existing transportation options
- ▶ Improving accessibility of existing transportation services by increasing the frequency of service, expanding the service area, and/or expanding hours of operation



▶ 3. Coordination of Transportation Resources

Effective coordination can improve transportation service delivery and cost-effectiveness, eliminate gaps in service, and remove real or perceived transportation barriers.

In 1979, the Social Service Transportation Improvement Act, Assembly Bill 120 (AB 120), provided for the establishment of Consolidated Transportation Services Agencies (CTSAs) in each California county. The purpose of AB 120 is to promote the coordination of specialized transportation so that the following benefits can be realized:

- Combined purchasing of necessary equipment to achieve cost savings through bulk purchases
- Adequate training of drivers to ensure the safe operation of vehicles – proper driver training promotes lower insurance costs and encourages use of the service
- Centralized dispatching of vehicles to allow for efficient use of vehicles
- Centralized maintenance of vehicles to allow for adequate and routine vehicle-maintenance scheduling
- Centralized administration of various social service transportation programs to eliminate duplicative and costly administrative organizations, which allows social service agencies to specialize and respond to specific social needs
- Identification and consolidation of all existing funding sources for social service transportation services to provide more efficient and cost-effective use of scarce dollars. Consolidation of categorical program funds can foster eventual elimination of unnecessary and unwarranted program constraints



It is the role of the CTSA to implement projects that foster coordination among specialized transportation providers. The success of the CTSA in implementing coordination is fully reliant on the participation and commitment of multiple specialized transportation providers.

Specific strategies that should be implemented include:

- ▶ Developing centralized ride-scheduling and dispatching
- ▶ Increasing coordination of resources, such as through the development of a multi-agency vehicle-sharing program, vehicle maintenance program, and driver training program
- ▶ Coordinating client trips between providers to deliver service more efficiently

While there are numerous benefits of coordinating transportation services, there also are many existing barriers, such as different rider eligibility requirements across different programs, insurance issues, and cost-sharing concerns. Ongoing efforts to overcome these barriers are necessary in order to realize the benefits of coordination.

▶ 4. Mobility Management

Mobility management is a strategic approach to service-coordination and customer service that seeks to improve an individual's access to existing transportation services. This can be done either by providing information and matching riders with the most appropriate travel option given their need or by providing training to assist the individual in acquiring the skills to use existing transportation services independently.

While coordination of transportation resources improves the use of resources among transportation providers, mobility management improves the use of resources by the user. Furthermore, mobility management aims to improve the user experience by ensuring the most appropriate service is provided for each individual user. Whereas most independent transit agencies provide information only about their own service, agencies performing mobility management provide information for multiple service providers in order to match individuals to the most appropriate, efficient, and cost-effective service given their transportation needs.

Specific strategies that should be implemented include:

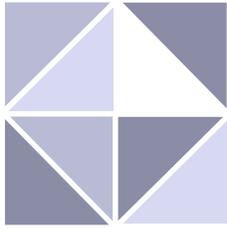
- ▶ Implementing travel training programs designed to teach seniors, disabled persons, and low-income individuals to use fixed-route public transit
- ▶ Providing information and referral services to match individuals with existing transportation providers that are appropriate given their unique transportation needs
- ▶ Maintain a database of transportation providers to facilitate matching individuals with transportation providers

The Coordinated Plan

Chapter 6

Priorities for Project Funding





CHAPTER 6: PRIORITIES FOR PROJECT FUNDING

This chapter provides strategic direction to assist SANDAG in selecting projects funded through the *TransNet* Senior Mini-Grant and Federal Transit Administration (FTA) Section 5310 programs. The specific strategies in this section were developed to meet the regional transit and specialized transportation needs as identified through various outreach efforts, demographic research, survey efforts, and transportation inventory analysis.

6.1 Requirement for Prioritization

The Fixing Americas Surface Transportation Act, the surface transportation bill authorizing funding through the Section 5310 program, requires that the prioritization of projects and strategies be included in the Coordinated Plan for SANDAG to distribute Section 5310 funds. This prioritization also helps Caltrans select projects for Section 5310 funding for non-urban areas in the San Diego region. The need for project prioritization is critical, as SANDAG and Caltrans receive more requests for funding than there are funds available for distribution. Additionally, this plan serves as a reference for decision making when new grant opportunities become available. For example, when the FTA recently announced availability of the Rides to Wellness Demonstration grant program, SANDAG supported those projects that were consistent with the Coordinated Plan priorities.

The list of priorities was developed through the public outreach program described in Chapter 2 and with the analysis of data gathered via surveys and mapping techniques included in Chapter 4. Chapter 5 assessed the transportation needs based on geography and highlighted the four main strategies that address these needs. These strategies are:

1. Evaluate and maintain existing transportation services
2. New or expanded services to meet identified gaps
3. Coordination of transportation resources
4. Mobility management

For each identified strategy, this chapter includes a table of priorities for funding and implementation. There are four priority levels for these strategies, ranging from "Very High Priorities" to "Low Priorities." Each table includes examples and notes the demographic population (Senior, Disabled, or Low Income) for which these strategies are appropriate. Areas that refer to "identified gaps in transportation service" refer to the geographic gaps identified in Chapter 4. The priority tables are included in Table 6.1 through Table 6.4.

Table 6.1 – Evaluate and Maintain Existing Transportation Services

	Priorities	Applicable Population(s)
Very High	<p>Maintain existing effective and efficient transportation services</p> <p>Examples include:</p> <ul style="list-style-type: none"> Existing dial-a-ride/on-demand services Existing volunteer driver programs Existing shuttle programs Existing transit fare subsidy programs 	<p>Senior</p> <p>Disabled</p> <p>Low Income</p>
	<p>Continue providing existing curb-to-curb, door-to-door (and door-through-door, when necessary) services for trips such as non-emergency medical transportation and grocery shopping in circumstances where paratransit is insufficient, inappropriate, or unavailable</p>	<p>Senior</p> <p>Disabled</p>
Very High	<p>Maintain assets in a state of good repair</p> <p>Examples include:</p> <ul style="list-style-type: none"> Replace vehicles that have exceeded their minimum useful life 	<p>Senior</p> <p>Disabled</p> <p>Low Income</p>
Medium	<p>Evaluate effectiveness of existing services</p> <p>Examples include:</p> <ul style="list-style-type: none"> Examine consumer markets, travel demand, transportation service effectiveness, and operational efficiency to adjust service parameters Survey program participants in an accessible/alternative format for customer satisfaction to evaluate transit service quality 	<p>Senior</p> <p>Disabled</p> <p>Low Income</p>
	<p>Study alternative funding sources for transportation</p> <p>Examples include:</p> <ul style="list-style-type: none"> Study the feasibility of non-emergency medical transportation using Medicaid/Medi-Cal funding Assess opportunities for private-public partnerships, fundraising, subsidies, and other alternative funding sources to support transit and specialized transportation 	<p>Senior</p> <p>Disabled</p>

Table 6.2 – New or Expanded Services to Meet Identified Gaps

	Priorities	Applicable Population(s)
Very High	<p>Develop or expand transit or transportation solutions in areas with little or no other transportation options based on identified gaps (see Chapter 5)</p> <p>Examples include:</p> <ul style="list-style-type: none"> • New or expanded volunteer driver programs • New or expanded shuttle programs • New or expanded programs providing on-demand transportation solutions • Develop public-private partnerships to expand specialized transportation services 	<p>Senior Disabled Low Income</p>
Very High	<p>Develop or expand transit or transportation solutions in areas with sufficient densities to support specialized transportation or coordinated services based on identified gaps (see Chapter 5)</p> <p>Examples include:</p> <ul style="list-style-type: none"> • New or expanded volunteer driver programs • New or expanded shuttle programs • New or expanded programs providing on-demand transportation solutions • Develop public-private partnerships to expand specialized transportation services 	<p>Senior Disabled Low Income</p>
Very High	<p>Provide new curb-to-curb or door-to-door (and door-through-door, when necessary) services for trips such as non-emergency medical transportation and grocery shopping in circumstances where paratransit is insufficient, inappropriate, or unavailable</p>	<p>Senior Disabled</p>
High	<p>Improve first-mile/last-mile strategies to better connect to transit</p> <p>Examples include:</p> <ul style="list-style-type: none"> • Develop and/or coordinate feeder services (such as microtransit, shuttles, transportation network companies, carsharing, and bikesharing) that improve first-mile/last-mile connectivity to fixed-route transit 	<p>Senior Disabled Low Income</p>
High	<p>Increase work-based transit service hours of operation to assist nontraditional work schedules</p>	<p>Disabled Low Income</p>
High	<p>Increase the level of service on fixed-route services</p> <p>Examples include:</p> <ul style="list-style-type: none"> • Increase service frequencies, including weekend hours, for fixed-route services • Increase paratransit service hours • Increase level of regional or corridor level transit service 	<p>Senior Disabled Low Income</p>

Table 6.3 – Coordination of Transportation Resources

	Priorities	Applicable Population(s)
Very High	<p>Increase interagency coordination efforts to maximize existing capacity</p> <p>Examples include:</p> <ul style="list-style-type: none"> • Improve interagency referrals to deliver service more efficiently and avoid duplication of service • Improve coordination between transit operators to allow for flexible service area boundaries (beyond the ¾-mile requirement) and minimize transfers 	<p>Senior</p> <p>Disabled</p> <p>Low Income</p>
	<p>Increase interagency coordination of resources</p> <ul style="list-style-type: none"> • Joint procurement of insurance coverage and equipment, such as vehicles, software, and dispatching equipment • Develop centralized ride-scheduling and -dispatching system • Develop multi-agency vehicle-sharing and vehicle-maintenance programs • Develop a multi-agency driver-training program 	<p>Senior</p> <p>Disabled</p> <p>Low Income</p>
High	<p>Implement interagency partnerships to secure funding</p> <p>Examples include:</p> <ul style="list-style-type: none"> • Partner with other transportation, social service, and/or healthcare providers to compete and secure grant funding • Collaborative and network-wide fundraising efforts 	<p>Senior</p> <p>Disabled</p> <p>Low Income</p>
High	<p>Develop public-private partnerships to provide innovative transportation solutions</p> <ul style="list-style-type: none"> • Partner with private organizations to assist with transit pass subsidies • Partner with transportation network companies or private transportation providers to provide on-demand transportation solutions 	<p>Senior</p> <p>Disabled</p> <p>Low Income</p>

Table 6.4 – Mobility Management

	Priorities	Applicable Population(s)
<p>Very High</p>	<p>Improve access to available services through coordination and enhanced customer service that connects riders to transit or specialized transportation services that most appropriately meet their needs</p> <p>Examples include:</p> <ul style="list-style-type: none"> • Provide information and referral services, matching individuals with existing transportation providers that are appropriate given their unique transportation needs • Maintain a database of transportation providers to facilitate matching individuals with transportation providers 	<p>Senior</p> <p>Disabled</p>
<p>High</p>	<p>Provide educational resources to encourage more individuals to ride public transit</p> <p>Examples include:</p> <ul style="list-style-type: none"> • Develop a regional travel training program designed to teach seniors, disabled persons, and low-income individuals to use fixed-route transit 	<p>Senior</p> <p>Disabled</p> <p>Low Income</p>
<p>High</p>	<p>Evaluate and upgrade transit stops and amenities where appropriate</p> <p>Examples include:</p> <ul style="list-style-type: none"> • Evaluate accessibility of transit facilities • Retrofit existing transit facilities to ensure accessibility and ADA compliance • Upgrade transit facilities to include shelters, benches, security measures, signage, and lighting where appropriate • Improve accessible travel paths to transit facilities • Improve accessible travel information and services, including increased language requirements and automated audio announcements at transit facilities 	<p>Senior</p> <p>Disabled</p> <p>Low Income</p>

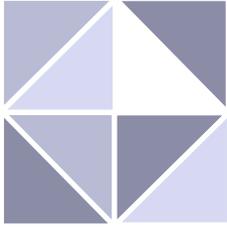
	Priorities	Applicable Population(s)
Medium	<p>Increase public awareness of available transit and specialized transportation services</p> <p>Examples include:</p> <ul style="list-style-type: none"> • Improve marketing of the CTSA’s One-Call, One-Click Mobility Center, 511, 211 San Diego, and other similar services to better advertise transit and other specialized transportation programs • Expand public information regarding transit, specialized transportation, and alternative transportation programs and make information available in multiple languages and in alternate formats 	<p>Senior</p> <p>Disabled</p> <p>Low Income</p>

The Coordinated Plan

Chapter 7

Funding





CHAPTER 7: FUNDING

Public transit and specialized transportation services in San Diego County are funded from a variety of public and private sources. The SANDAG Specialized Transportation Grant Program (STGP) funds projects and programs that expand mobility options for seniors and individuals with disabilities. Funding for the STGP comes from the following sources:

- Federal Transit Administration (FTA) Section 5310 provides federal funding for transportation projects that enhance the mobility of seniors and individuals with disabilities.
- Senior Mini-Grants provide *TransNet* funding for specialized transportation services for seniors whose special needs cannot be met by conventional transit or paratransit services.

This chapter outlines available funding sources, and includes the following sections:

7.1 Federal

7.2 State

7.3 Local



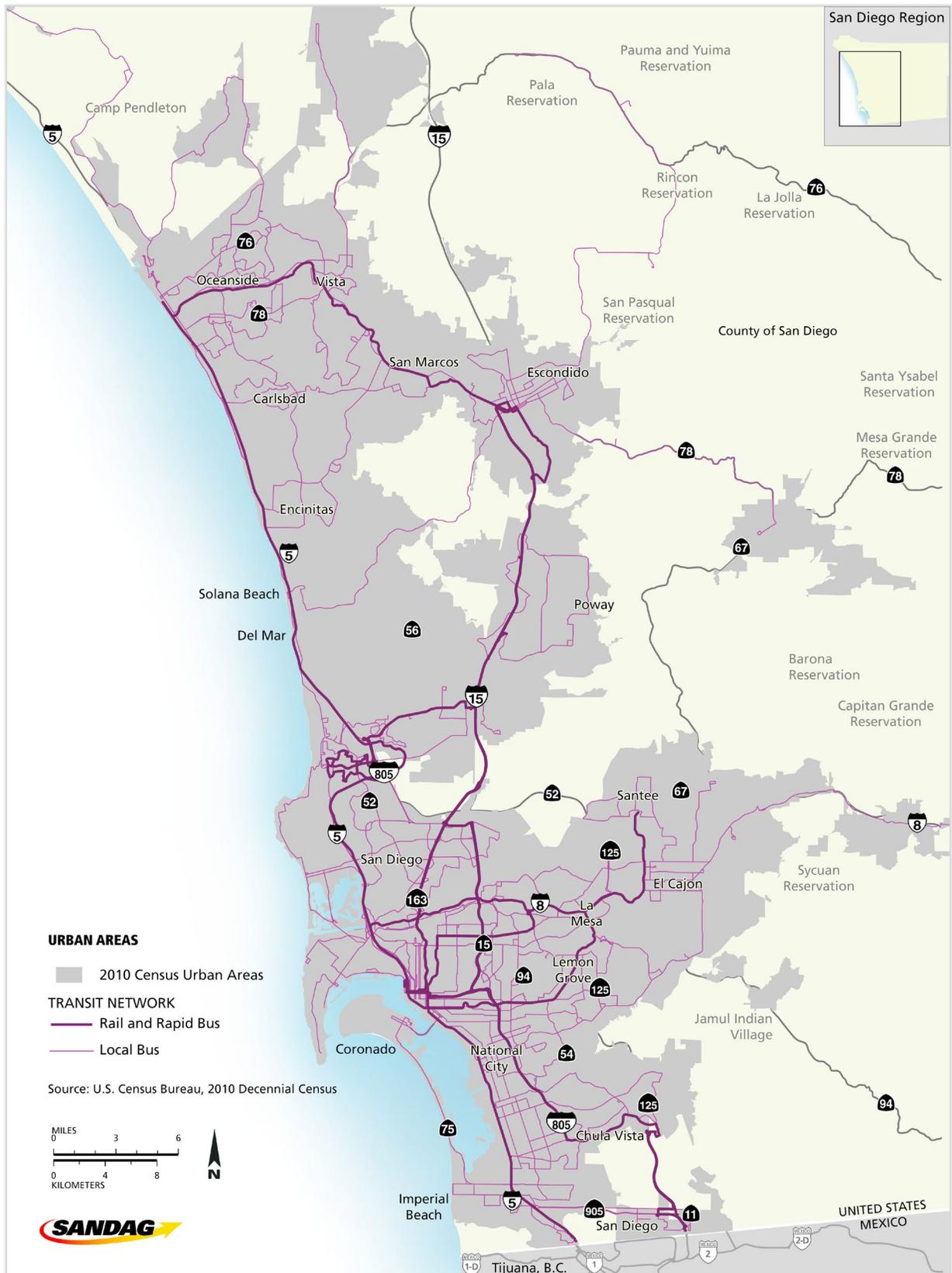
7.1 Federal

Funding for the federal highway, mass transit, and surface transportation safety programs is authorized periodically in a multi-year surface transportation reauthorization bill. Funds for the Department of Transportation and its related agencies, including the FTA and the Federal Highway Administration (FHWA), are apportioned each year through legislation passed by Congress and signed into law by the president. The FTA provides funds for the acquisition, construction, operation, and maintenance of public transportation systems through a number of discretionary and formula grant programs. Funding apportionments for formula grants are based on certain preexisting criteria, including census data. The Census Bureau designates an urbanized area as an incorporated area with a population of 50,000 or more, which applies to San Diego County (see Figure 7.1). The designated recipients for each geographic area receive a fixed apportionment based on a formula and are responsible for distributing those funds locally. Discretionary grant programs, conversely, require applicants to compete at a national level for funding. The type of projects awarded funds and the amount of funding awarded are at the discretion of the FTA.

Coordinated Transportation Plans first became a requirement under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005 to facilitate the distribution of Job Access and Reverse Commute (JARC) and New Freedom (formula) funds. SAFETEA-LU was extended through 2012, and within those seven years SANDAG distributed over \$16.2 million to eligible grantees through a competitive process. In 2012, President Obama signed into law Moving Ahead for Progress in the 21st Century (MAP-21), authorizing \$105 billion over two years. This bill eliminated JARC and New Freedom as standalone programs. Under MAP-21, SANDAG was designated to administer and competitively distribute the Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 program, aimed at improving mobility for seniors and individuals with disabilities.

In 2015, the president signed into law Fixing America's Surface Transportation (FAST) Act, which authorizes \$305 billion over five years for federal surface transportation programs. The FAST Act further developed the program framework and reforms included in MAP-21 by continuing to include performance-based programs and policies. Under this program, SANDAG remains the designated recipient for Section 5310 funds. For both MAP-21 and the FAST Act, the Coordinated Plan continues to be a requirement to facilitate the distribution of Section 5310 funds.

Figure 7.1 – Census Defined Urbanized Area (Census 2010) of San Diego County



The following sections discuss different federal funding programs, both formula and discretionary, that are currently available.

► Formula Funding Programs

FTA Section 5307 Urbanized Area Formula Funding Program

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. An urbanized area is an Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census.

These funds constitute the largest program for federal investment in public transportation. Eligible activities include planning, engineering, design, and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.

Funding is apportioned by using legislative formulas. For rural areas (population of 199,999 and under), apportionments are based on population and population density. In urban areas (population of 200,000 or greater), factors such as bus revenue vehicle miles, bus passenger miles, fixed-guideway revenue miles, and fixed-guideway route miles are included in the formula alongside population and population density.

Two other special provisions under Section 5307 may be employed to direct these capital funds toward operations: the Capital Cost of Contracting and the ADA Services provisions. Capital Cost of Contracting allows the transit agencies to use the Section 5307 funds to pay a portion of costs of operating contracts based on the amount of capital being provided by the contractor. The proportions vary based on the type of contract and whether the contractor provides vehicles. The transit agencies may pay up to 80% of the ADA operating contracts with Section 5307 funds instead of using those funds for ongoing capital needs. Additionally, Section 5307 funds may be used to pay up to 90% of vehicle-related equipment attributable to compliance with the ADA and Clean Air Act. Funds apportioned by the FTA under Section 5307 remain available to the recipient for four fiscal years – the year of the apportionment plus three additional years.

SANDAG is the designated recipient of Section 5307 funds and allocates these funds to the transit agencies after a portion is set aside for SANDAG planning purposes. SANDAG policy has been to allocate 70% of the remaining funds to Metropolitan Transit System (MTS) and 30% to the North County Transit District (NCTD). The FAST Act allocated \$5.26 billion in FY 2019 and \$5.37 billion in FY 2020. The San Diego region is expected to receive \$70.4 million in FY 2019 and \$71.3 million in FY 2020.

FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Formula Funds

The Enhanced Mobility for Seniors and Individuals with Disabilities Formula Program makes federal resources available to assist in meeting the transportation needs of older adults and individuals with disabilities when the current options are insufficient, not available, or not appropriate to meeting those needs. Eligible activities include, but are not limited to: capital procurement or vehicle purchases to provide transportation to seniors; mobility-management programs; travel training; volunteer driver programs; and providing on-demand service. Funds are apportioned either to states (for all areas with a population under 200,000) or large urbanized areas (over 200,000 in population) and are based on each geographical area's share of the target populations. Eligible projects also must be included in the Coordinated Plan to be eligible for funding.

In 2014, SANDAG was authorized by the governor of the State of California to be the designated recipient of the Section 5310 funds for the San Diego region. As the designated recipient, SANDAG receives an annual apportionment of funds based on the formula and must distribute the funds to eligible recipients. Eligible recipients include private nonprofit organizations, state or local government authorities,



and operators of public transportation. Current legislation requires recipients to allocate funding to “traditional” and “non-traditional” projects. At least 55% of the program funds must be spent on capital projects that would have been eligible under the former Section 5310 program, which is defined as “public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.” These projects are more commonly referred to as traditional projects. The remaining 45% may be allocated for “public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or alternatives to public transportation that assist seniors and individuals with disabilities.” These projects are considered “non-traditional.” A local match is required for each project: 50% local match for operating expenses and 20% local match for capital and mobility management expenses.

Under the FAST Act, Section 5310 outlines modest growth for the program (10.6% over five years), totaling \$1.37 billion. In FY 2019, \$278 million is authorized nationally, of which the San Diego region is expected to receive approximately \$2.3 million. In FY 2020, \$288 million is authorized nationally, of which the San Diego region is expected to receive approximately \$2.4 million. The FAST Act included two provisions in the Section 5310 Program. First, the bill amends the program to include a \$15.3 million pilot program for Innovative Coordinated Access and Mobility. This pilot program, described in more detail below, will assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation services. The second change requires the Interagency Transportation Coordinating Council on Access and Mobility to publish a new strategic plan that would identify a strategy to strengthen interagency coordination and examine the proposed changes to federal regulations that will eliminate federal barriers to local transportation coordination.

FTA Section 5311 Non-Urbanized Area Formula Funds

Whereas Section 5307 funds urbanized areas over 50,000 people, Section 5311 provides capital, planning, and operating assistance for public transportation in non-urbanized (or rural) areas. Funds are allocated according to a statutory formula based on each state's population in rural and urbanized areas. These funds may be used for operations requiring a dollar-for-dollar match. They may be used for capital at an 80/20 federal to non-federal ratio.

Section 5311 is funded through the FAST Act at \$659 million in FY 2019 and \$673 million in FY 2020. The apportionment to California was \$31.3 million in FY 2019 and the apportionment for FY 2020 is \$31.7 million. In California, Caltrans allocates the Section 5311 funds to counties on a rural population basis. Of San Diego County's portion, NCTD receives 59% of the funding and MTS receives 41%.

As a set-aside within the non-urbanized formula funding program, Section 5311(c)—Tribal Transit Formula Grants—provides funding to federally recognized Native American tribes to provide public transportation services on and around Native American reservations or tribal land in rural areas. Funding is allocated by both statutory formula and through a competitive discretionary program.



Congestion Mitigation and Air Quality Improvement Program

Administered by the FTA, the Congestion Mitigation and Air Quality Improvement (CMAQ) program provides a flexible funding source for transportation projects that help meet the requirements of the Clean Air Act. These funds can be used for a range of activities, including transportation systems management, transportation demand management (TDM), transit capital projects, and certain transit-operating expenses. Transit operators are not the only agencies that qualify for these grants, and there can be stiff competition for these funds.

Under the FAST Act, CMAQ funds can be used not only for attainment of ambient air quality standards, but also to maintain standards in attainment areas.

In FY 2019, California received \$489.6 million in CMAQ apportionments, of which the San Diego region received \$33.3 million. In FY 2020, California was apportioned \$497.6 million, of which San Diego received \$33.9 million. Historically, the region has used this funding for TDM programs and projects that support alternative modes of transportation, including Express Lanes and intercity rail double-tracking.

Surface Transportation Program

The Surface Transportation Program (STP) provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation including highway, transit, intercity bus, bike, and pedestrian projects. Similar to CMAQ, STP funds are considered a flexible funding source that legislatively allow recipients to choose how funds should be used as local needs dictate. SANDAG converts both STP and CMAQ dollars into usable 5307 dollars through the FTA in order to fund coastal rail projects. The FAST act expands the existing STP into a Surface Transportation Block Grant Program (STBGP).

Under MAP-21, the Transportation Alternatives Program (TAP) was a standalone program for funding bike, pedestrian, and other alternative transportation projects. The FAST Act eliminates the existing federal authorization for TAP and moves it into the STBGP as two set-aside programs called the TAP STBGP Set-Aside and the TAP STBGP Recreational Trail Set-Aside. Additionally, the FAST Act expands eligible recipients for funds to include nonprofits responsible for administration of local educational and awareness programs and requires annual reports from state and local planning organizations on the number of project applications and awards.

In FY 2019, California was apportioned \$1.02 billion in STBGP funds, of which the San Diego region is estimated to receive \$40 million. In 2020, California was apportioned \$1.04 billion in STBGP funds, of which the San Diego region is estimated to receive \$41 million.



In FY 2019, California was apportioned \$35.1 million in TAP STGP Set-Aside funding, of which San Diego was apportioned \$2.79 million. In FY2020, California was apportioned \$30 million in TAP STGP Set-Aside funding, of which San Diego was apportioned \$2.79 million.

FTA Section 5337 State of Good Repair Grants

This program provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, State of Good Repair (SGR) grants are eligible for developing and implementing Transit Asset Management plans.

Under the FAST Act, the SGR program gains significant increases in authorization levels. In FY 2020, the program was funded at \$2.66 billion, of which the region received approximately \$39.8 million in high-intensity fixed guideway SGR funds and \$4.8 million in high-intensity motorbus SGR funds. In FY 2019, \$2.9 billion was funded nationally, of which the region received \$43.2 million in high-intensity fixed guideway SGR funds and \$5.3 million in high-intensity motorbus SGR funds. In the San Diego region, these funds are used to contribute to the rail capital needs of the region and preventative maintenance.

FTA Section 5339(a) Grants for Buses and Bus Facilities Formula Program

This program provides funding to states and transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components new under the FAST Act: the Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.

The Bus and Bus Facilities Program apportioned \$627.9 million nationally in FY 2020. From the formula portion of the program, the San Diego region is expected to receive \$6.75 million. The program apportioned \$610 million nationally in FY 2019, and the San Diego region was apportioned \$6.5 million.



► Discretionary Funding Programs

FTA Section 5309 Capital Investment Grants

As the FTA's primary grant program for funding major transit capital investments including heavy rail, commuter rail, light rail, street cars, and bus rapid transit, this discretionary grant program is unlike most others in government. Instead of an annual call for applications and selection of awardees, the law requires that projects seeking Capital Investment Grant (CIG) funding complete a series of steps over several years to be eligible for funding.

The CIG Program was authorized at approximately \$2.5 billion in both FY 2019 and FY 2018. Locally, San Diego was apportioned \$100 million for the Mid-Coast Corridor Transit Project in both fiscal years. The bill reduces the maximum federal share from 80% to 60% of project costs; however, other federal funds, including STBGP or CMAQ, may be used to supplement the full funding grant agreements up to 80%.

SANDAG secured a Full Funding Grant Agreement for the Mid-Coast Corridor Transit Project in mid-2016 in the amount of \$1 billion. The Fixed Guideway CIP Program will provide approximately 50% of the total project's cost of \$2.1 billion.

The FAST Act created a pilot program that streamlines regulatory steps for up to eight grants for new fixed-guideway capital projects, core capacity improvement projects, or Small Starts projects seeking a federal funding level of 25% or less. Additionally, the threshold for a Small Starts project increased, so projects with a total cost of \$300 million and a federal share of \$100 million would qualify. Joint public transportation and intercity passenger rail projects also gain eligibility for funding from CIG funds. CIG funding could be allocated to future new or expanded fixed guideways in the region as identified in the Regional Plan.

7.2 State

State funding sources generally include motor fuel taxes, special fuel taxes, vehicle registration fees, and driver's license fees. State funding for transit projects is available through the State Transportation Improvement Program (STIP) and the state's Proposition 1B (Transportation Bond), approved by voters in 2006. In addition to the STIP, State Transit Assistance is funded with 50% of the Public Transit Account revenues. Vehicle registration fee money is available as a potential funding source through Assembly Bill 2766 (Sher, 1990) (AB 2766). AB 2766 allows an Air Pollution Control District (APCD) to collect a \$4 motor vehicle registration fee surcharge, which allows the San Diego APCD to fund its mobile source emission-reduction programs and leverage additional incentives for further motor vehicle emission reductions. Most recently, the California legislature passed Senate Bill 1 (Beall, 2017) (SB 1) on April 6, 2017, and it was signed into law by the governor of California on April 28, 2017. SB 1 provides funds for public transportation, roadway, freeway, and bridge repair in communities across California.

► Cap and Trade

The 2015 state budget included a new revenue source that would provide continuous appropriation of Cap and Trade Auction Revenues to transit and rail investments. The intercity rail is a competitive program, while the transit program is on a formula basis. The Affordable Housing and Sustainable Communities Program supports projects that implement land use, housing, transportation, and agricultural land preservation practices. -

In 2014, The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill 862 to provide grants from the Greenhouse Gas Reduction Fund to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California. The goals of the TIRCP are to fund capital improvements and operational investments that will reduce greenhouse gas emissions, modernize California's intercity rail, and improve bus and rail transit systems. In FY 2019, SANDAG secured \$3.5 million for Poinsettia Station Improvements and \$17.5 million for the Elvira to Morena LOSSAN Double Track project; In FY 2020, SANDAG secured an additional \$3.6 million for the Elvira to Morena Double Track project. On April 21, 2020, SANDAG was awarded \$12.1 million for the SDConnect: San Diego Rail Improvement Program, which will fund the construction of an additional track and platform in El Cajon, and will also provide funding for Phase 5 of the Del Mar Bluffs Stabilization Project.

► State Transportation Improvement Program

The STIP is a five-year program of eligible transportation projects for the State of California per STIP guidelines and under the purview of the California Transportation Commission (CTC). The STIP is updated every two years by each of the Regional Transportation Planning Agencies (RTPAs) in the state. RTPAs are responsible for submitting the programming request for their county share on a biennial basis to fund eligible projects with available revenue over the next five fiscal years. STIP funds are divided into two broad programs and are allocated by county based on a formula. The regional component comprises 75% of all STIP funds, and the interregional component comprises the remaining 25%.

The Interregional Transportation Improvement Program (ITIP) is a five-year program managed by Caltrans. Developed in cooperation with RTPAs to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

The Regional Transportation Improvement Program (RTIP) is a five-year program of proposed transportation projects within a region. Each RTPA develops and adopts an RTIP for their region. SANDAG is responsible for developing the RTIP for the San Diego region, which incrementally implements the long-range transportation plan outlined in San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP). All projects funded through the STIP also are included in the SANDAG RTIP.

The final adopted 2016 STIP covers the period of FY 2017 to FY 2021. The STIP includes \$670,934 programmed in FY 2019 and \$806,222 programmed in FY 2020 for planning, programming, and monitoring projects.

► State Transit Assistance

The State Transit Assistance (STA) program provides funding for allocation to local transit agencies to fund a portion of the capital and operating costs associated with local mass transportation programs. STA funding is derived from the statewide sales tax on diesel fuel. The State Controller's Office allocates the tax revenue by formula to planning agencies and other selected agencies. The formula allocates 50% of STA funds according to population and the remaining 50% according to transit operator revenues from the prior fiscal year. The State Controller's Office provides estimates of funding allocation for the upcoming fiscal year in February of each year. Based on the FY 2020-2021 allocation estimate, \$39.9 million will be available to the San Diego region.

► Senate Bill 1 Road Repair and Accountability Act of 2017

The California legislature passed Senate Bill 1 (Beall, 2017) (SB 1) on April 6, 2017, and it was signed into law by the governor of California on April 28, 2017. SB 1 provides funds for roadway, freeway, and bridge repair in communities across California. The goal is to address a backlog of needed repairs and upgrades to the infrastructure throughout the state with clean, sustainable transportation options for the future, including bike and pedestrian projects, public transportation, and rail systems. SB 1 will also provide an influx of funding to the State's Transportation and Intercity Rail Capital Program (TIRCP).

The CTC recommended the San Diego region be awarded \$312 million to go to three projects: \$195 million is to further fund the North Coast Corridor program, which includes coastal rail and transit upgrades, in addition to adding express lanes to Interstate 5; \$82 million will fund the California–Mexico Border System project to continue reducing wait times; and \$10.5 million will further fund the Sorrento-to-Miramar Double-Track project aimed at improving rail service along the LOSSAN Rail Corridor. The remaining funds will go toward funding local transportation projects around the region.

► Active Transportation Program

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. SB 1 (Chapter 2031, Statutes of 2017) added an additional \$100 million per year in funding from the Road Maintenance and Rehabilitation Account. The ATP is administered jointly by the CTC and Caltrans.



State and federal law segregate the ATP into multiple overlapping components. ATP funds are distributed through three separate competitive programs:

- Small Urban/Rural Competition – 10% of ATP funds are distributed to small urban and rural areas with populations of 200,000 or less via a competitive process administered jointly by the CTC and Caltrans. Small urban areas are those with populations of 5,001 to 200,000. Rural areas are those with populations of 5,000 or less. Projects within the boundaries of a Metropolitan Planning Organization (MPO) in urban areas with populations greater than 200,000 (e.g., San Diego) are not eligible for funding in the Small Urban or Rural programs.
- Statewide Competition – 50% of ATP funds are distributed to projects competitively awarded by the CTC on a statewide basis.

- ▶ Regional Competition – 40% of ATP funds are distributed to MPOs in urban areas with populations greater than 200,000. These funds are distributed based on total MPO population. The funds allocated under this portion of the ATP must be selected through a competitive process facilitated by the MPOs. As an MPO, SANDAG is the administrator for the San Diego regional competition. Projects not selected for programming in the statewide competition must be considered in the Regional Competition.

A minimum of 25% of the funds distributed by each of the three competitions must benefit disadvantaged communities.

Local, regional, and state agencies are eligible to apply for both the statewide and regional competitive programs. Examples of eligible agencies include, but are not limited to, cities, counties, MPOs, and Regional Transportation Planning Agencies. Other eligible applicants include Caltrans, transit agencies, natural resources or public land agencies, public schools or school districts, tribal governments, and private nonprofit tax-exempt organizations.

SANDAG not only administers the San Diego regional ATP competition, but also is eligible to apply. During the last cycle (Cycle 4), SANDAG received approximately \$16 million in funding, for active transportation projects in the San Diego region, including approximately \$9.9 million for two SANDAG projects: the University Bikeway project, and the GO by BIKE San Diego: Education and Encouragement Start-Up Program .



7.3 Local

Local funds include revenue from *TransNet*, the half-cent regional sales tax for transportation; Transportation Demand Act (TDA) funds; transit fare revenues; and other miscellaneous local funds such as advertising revenue, concessions, and real estate development.

► *TransNet*

Since 1988, *TransNet*, the half-cent sales tax dedicated for local transportation projects, has been instrumental in expanding the transportation system, reducing traffic congestion, and advancing critical transit projects. In November 2004, 67% of the county's voters approved a 40-year extension of the *TransNet* Ordinance (to 2048). In January 2020, it was estimated that the *TransNet* extension would generate an additional \$10.5 billion for public transit, highway, and local street and road improvements; however, due to the COVID-19 pandemic, it is anticipated that this forecast will change.

The *TransNet* Ordinance prescribes funding for specific programs through the 40 years, including stipulating that 16.5% of the annual *TransNet* revenues be dedicated for transit system improvements, the majority of which is allocated by population to the two transit operators. Per the Ordinance, the transit operators must limit the increase of their total operating costs from one fiscal year to the next to no more than the increase in the Consumer Price Index for San Diego County over the same period. If this requirement is not achieved, the operators may not receive any additional funding. However, the operators may also request the exclusion of certain cost increases that were due to external events beyond their control (such as fuel costs). Of the 16.5% of revenues dedicated to transit, 94.25% can be used for either capital or operating needs, 2.5% is designated toward ADA paratransit services, and the remaining 3.25% is reserved for distribution through the Senior Mini-Grant (SMG) Program.

The SMG program is a competitive grant program administered by SANDAG. The SMG program seeks to improve mobility for seniors throughout the county by funding innovative and cost-effective specialized transportation services for older adults. Eligible projects may include senior shuttles, volunteer driver programs, travel training, and the brokerage of transportation services. The allocation of SMG funds through the Coordinated Plan competitive process are shown in Table 7.1.

In addition to the 16.5% of *TransNet* funds reserved for transit capital and operating, 38% of annual *TransNet* revenues are reserved for major transportation corridor improvements, including freeway, highway, and transit projects. Of this amount, approximately 28% is for *Rapid* and rail capital improvements. Some of these projects are already complete, including the NCTD SPRINTER; MTS *SuperLoop Rapid*; *Rapid* Routes 215, 235, and 237; and the Trolley Renewal project. Major corridor capital projects that currently are being implemented are the South Bay *Rapid* and Mid-Coast Trolley extension projects.

Finally, an additional 8.1% of all *TransNet* revenues is set aside for operating the services built through the transit portion of the *TransNet* major corridor improvement program.

Table 7.1 – FY 2020 *TransNet* Senior Mini-Grant Projects Funded Through the Coordinated Plan

The *TransNet* Senior Services Transportation Grant Program is a competitive grant program awarded for projects and operations that support mobility and access for seniors⁽¹⁾

Project Number	Grantee	Project Title	Anticipated Expenditures			
			Grant Amount	Prior ⁽²⁾	FY 2020	FY 2021 - FY 2022
1270400	City of La Mesa	Rides4Neighbors	\$1,726,153	\$1,312,677	\$267,751	\$145,725
1270500	City of Oceanside	Seniors for Solutions on the Go	\$1,882,828	\$1,679,105	\$75,062	\$128,661
1270800	FACT	RideFACT	\$1,783,470	\$1,268,261	\$315,209	\$200,000
1271000	Jewish Family Service	On the Go (North County Inland)	\$1,934,238	\$1,479,590	\$293,003	\$161,645
1271100	Peninsula Shepherd	Out and About	\$566,344	\$418,162	\$80,182	\$68,000
1271300	Traveler's Aid	SenioRide	\$1,659,103	\$1,259,103	\$200,000	\$200,000
1272600	Traveler's Aid	RIDEFinder	\$85,500	-	\$43,500	\$42,000
1271800	Jewish Family Service	On the Go (Eastern San Diego)	\$934,733	\$476,768	\$289,783	\$168,182
1271900	FACT	CTSA & Brokerage Services	\$1,578,656	\$829,340	\$449,316	\$300,000
1272000	Jewish Family Service	On the Go (Northern San Diego)	\$1,260,511	\$877,120	\$215,977	\$167,414
Totals - Active Grants			\$13,411,536	\$9,600,126	\$2,229,783	\$1,581,627
Subtotals - 57 Projects completed prior to FY 2019			\$4,484,279	\$4,484,279		
Grand Total - <i>TransNet</i> Senior Services Transportation Grant Program			\$17,895,815	\$14,084,405	\$2,229,783	\$1,581,627

Notes:

(1) The grant awards shown reflect the current and active SANDAG projects per the FY 2009 - FY 2019 Call for Projects as approved by the Board of Directors on September 26, 2008, February 25, 2011, March 22, 2013, February 27, 2015, July 22, 2016, March 24, 2017, and March 22, 2019. As grant projects are completed, original grant awards may be reduced to reflect actual costs at close out, with remaining funds returned to the pool for future use.

(2) Prior Expenditures are calculated based on actual previous expenditures plus estimated expenditures for FY 2019. Prior Expenditures from completed projects are actual project costs. Any grant balance remaining is used for future call for projects in the *TransNet* Senior Services Grant Program.

► Transportation Development Act

The TDA of 1971 provides funding to be allocated to public transit and non-transit-related purposes that comply with regional transportation plans. The TDA provides two funding sources – STA, which was described previously, and the Local Transportation Fund (LTF). LTF is derived from a quarter cent of the general sales tax collected statewide. The State Board of Equalization returns the general sales tax revenues to each county's LTF based on sales tax collected in each county.

TDA comprises the largest source of subsidy for the San Diego region's transit operators and for non-motorized transportation projects. TDA funds may be used for a wide variety of transportation programs, including operations, planning, and program activities; pedestrian and bicycle facilities; community transit services; public transportation; and bus and rail projects. If certain conditions are met, counties with populations under 500,000 also may use the LTF for local streets and roads, construction, and maintenance.

As RTPA, SANDAG is responsible to release the apportionment of TDA funds each year in conformance with state statute. Similar to the *TransNet* Ordinance discussed on page 7-17, the TDA also requires transit operators must limit the increase of their total operating costs from one fiscal year to the next to no more than the increase in the Consumer Price Index for San Diego County over the same period. If this requirement is not achieved, the operators may not receive any additional funding. However, the operators may also request the exclusion of certain cost increases that were due to external events beyond their control (such as fuel costs or start-up costs for new transit services). The transit operators and other member agencies submit their annual TDA claims based on the annual apportionment and in compliance with SANDAG Board Policy No. 027, Transportation Development Act.

Legislative priorities established by state law earmark a portion of TDA funds for administrative-related expenses rendered by SANDAG; County Auditor expenses; planning (less than 3%); bicycle and pedestrian facilities (less than 2%); and community transit services (less than 5%). The remaining apportionment, along with prior year carryover funds, is available to be claimed by the two transit operators based on the population estimates published by the California Department of Finance estimates. According to the 2019 apportionment, approximately 71% of remaining TDA funding is allocated to MTS and 29% is allocated to NCTD.

As mentioned above, 5% of the annual TDA apportionment (TDA Section 4.5) funds Community Transit Services. This includes services for persons who cannot otherwise use conventional transit services (such as persons with disabilities). Eligible applicants for this funding are cities, counties, public transit operators, and the Consolidated Transportation Services Agency (CTSA). According to SANDAG Board Policy No. 027, 2% of the total available under TDA Section 4.5 is set aside to support the CTSA for the San Diego region, which is FACT. The remaining funds in this section are divided between MTS and NCTD service areas based on the aforementioned formula to support their respective ADA paratransit services. A summary of the FY 2021 TDA claims is shown in Table 7.2.

Table 7.2 – Transportation Development Act FY 2021 Apportionment and Estimates

	FY 2021 Apportionment	FY 2022 Estimate (\$000s)	FY 2023 Estimate (\$000s)	FY 2024 Estimate (\$000s)	FY 2025 Estimate (\$000s)
Total Apportionment ^{1,2}	\$158,865,411	\$164,564	\$170,595	\$176,455	\$182,673
Less County Auditor Expenses (PUC 99233.1)	(50,000)	(51)	(52)	(53)	(54)
Less SANDAG Administration (PUC 99233.1) ³	(552,724)	(753)	(594)	(614)	(816)
Less 3% Planning Funds (PUC 99233.2)	(4,747,881)	(4,913)	(5,098)	(5,274)	(5,454)
Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)	(3,070,296)	(3,177)	(3,297)	(3,410)	(3,527)
Less 5% Community Transit Service (PUC 99233.7)	(7,522,226)	(7,784)	(8,078)	(8,355)	(8,641)
Subtotal	\$142,922,285	\$147,887	\$153,476	\$158,749	\$164,181
Total Available for MTS	101,588,031	105,117	109,090	112,837	116,699
Less Regional Planning/Capital Projects ⁴	(478,688)	(214)	(214)	(214)	(214)
Less Transferred Functions ⁵	(2,045,753)	(2,117)	(2,197)	(2,272)	(2,350)
Total Community Transit Service	5,239,804	5,422	5,627	5,820	6,019
Total Available to Claim	\$104,303,393	\$108,208	\$112,305	\$116,171	\$120,154
Total Available for NCTD	41,334,254	42,770	44,386	45,911	47,482
Less Regional Planning/Capital Projects ⁴					
Less Transferred Functions ⁵	(692,349)	(716)	(743)	(769)	(795)
Total Community Transit Service	2,131,977	2,206	2,289	2,368	2,449
Total Available to Claim	\$42,773,883	\$44,260	\$45,933	\$47,510	\$49,137
Total Available for SANDAG:					
Regional Planning/Capital Projects	478,688	214	214	214	214
Transferred Functions	2,738,102	2,833	2,940	3,041	3,145
SANDAG Expenses ³	552,724	753	594	614	816
3% Planning Funds	4,747,881	4,913	5,098	5,274	5,454
Prior Year Carryover	0				
Total Available to Claim	\$8,517,394	\$8,712	\$8,846	\$9,143	\$9,629
Total Community Transit Service (CTSA)	\$150,445	\$156	\$162	\$167	\$173
Prior Year Carryover	\$0				
Total Available to Claim	\$150,445	\$156	\$162	\$167	\$173

*Totals may not add up due to rounding

¹The County Auditor provided the apportionment for FY 2021. The projected estimates for FY 2022 to FY 2025 are based on the growth rate in retail sales as forecasted by SANDAG and excludes interest and prior year excess funds.

²Apportionment distribution is based on the population estimates published by the California Department of Finance (DOF) estimates as of January 2019 - approximately 71% for MTS and 29% for NCTD.

³The SANDAG Administration cost rises in FY 2022 and FY 2025 disproportionately due to costs associated with the triennial performance audit. All other annual increases in SANDAG administrative share are consistent with the estimated growth in the TDA.

⁴Represents the local match for federally funded regional planning and transit capital development projects identified in the FY 2021 transit CIP as provided by MTS and NCTD. The projects funded are scheduled to be included as part of the FY 2021 Capital Improvement Program scheduled for Transportation Committee/Board action at their March or April meetings. As a result, this amount is subject to change.

⁵Based on Addendums No. 3 and No. 4 to the Master Memorandum of Understanding between MTS, NCTD, and SANDAG. For NCTD, 26.09% of this share is transferred back to NCTD to be used for TDA-eligible purposes.

► Fares

The collection of fares on transit provides an additional revenue source for the transit operators. SANDAG is responsible for the setting of transit fares in the San Diego region through SANDAG Board Policy No. 029, the Regional Fare Policy and Comprehensive Fare Ordinance. Since 2007, SANDAG has periodically increased fares upon request of the transit agencies. Recently, SANDAG has worked to implement a more simplified fare structure with the amendment of the Comprehensive Fare Ordinance in February 2019.



It also is recognized that there are clear limitations on raising fares, and there are market forces that need to be considered carefully. It should be emphasized that fare increases are not easily accomplished, and that modification to fare policy will not independently change the dynamics of the situation facing public transit in this region.

As mentioned above, the fares were most recently changed in FY 2019. This stemmed from a recommendation made to SANDAG through the most recent state TDA Triennial Performance Audit, which include recommendations to simplify the fare structure. A working group conducted research, gathering feedback, and drafted fare options. The revised fares were implemented by MTS and NCTD in September 2019. An additional fare analysis will be completed in FY 2020 and FY 2021 and is anticipated to coincide in advance of the opening of the Mid Coast Trolley Extension in FY2022.

► Tolls

Existing and future Express Lane programs on regional freeways allow revenues from the roadway to be used to support transit services. Currently, excess capacity on the Interstate 15 (I-15) Express Lanes is made available to single-occupancy vehicles for a fee administered by the FasTrak® program. After paying for administration of the FasTrak program, remaining revenue is used in the I-15 corridor exclusively for the improvement of transit service, including, but not limited to, support for transit operations; transportation corridor improvements; and, high-occupancy vehicle facilities, and cannot be used for any other purpose. To date, MTS has received over \$15 million in revenue through the I-15 FasTrak program. In 2018, MTS received an additional \$6.5 million in funding from revenue generated by SR 125 for the South Bay Rapid capital project. The annual amount made available for transit varies based on the tolls generated by the Express Lanes and administrative costs. The SANDAG Board has committed to providing \$500,000 per year for I-15 transit services and evaluates revenue performance to determine if there is sufficient net revenue to pass through an additional \$500,000.

SANDAG owns and operates the South Bay Expressway (SBX), which is a ten-mile stretch of State Route (SR) 125 that runs from Otay Mesa Road near SR 905 to SR 54. In 2012, SANDAG lowered SBX tolls by up to 40% in an effort to improve mobility within the region. The tolls were lowered enough to achieve this goal, while still generating enough revenue for operations, maintenance, debt (from purchasing the toll road from its previous owner), and future improvements. In 2017, SANDAG refinanced its outstanding loans, securing a more conservative level debt service structure and saving more than \$147 million in total cash flows, which equate to \$88 million on a present value basis.

▶ Air Pollution Control District Quality Improvement Fund

The County of San Diego's APCD continues to provide funding for juror transit passes.

▶ Caltrans Mitigation Funds

In special cases where highway construction creates additional congestion, some special funding has been available to transit operators to pay for additional transit services. Temporary mitigation funding may be available for future highway projects.

▶ Other Potential Revenue Sources

The 2019 Federal RTP explores new funding sources and evaluates them based on their potential application to regional projects. New funding sources include the creation of levying fees, or taxes, which have been pursued by other regions or in other jurisdictions at the local level. Consideration of these alternatives generates a number of policy questions, the answers to some of which may require changes in state and/or



federal law.

Other Local Sales Tax Measures

The creation of a supplemental sales tax funding measure (in addition to the *TransNet* sales tax) is a potential option to increase available dollars for transit operations. Before the region

asks the voters for a new tax, careful assessment of priority issues for the voters must be made. Among the priorities being evaluated is funding for dedicated transit operations, additional transportation capital improvements, and other areas. A new tax, however, would provide the region with the greatest amount of flexibility and stability, as the revenues would be controlled regionally. A new sales tax also would create a new source of revenue to supplement existing sources.

California Assembly Bill 805 (Gonzalez Fletcher, 2017) was approved by the governor of California and filed with the secretary of state on October 11, 2017. This bill authorizes MTS and NCTD to individually impose specified transactions and use taxes within their respective portions of the county (subject to approval of $\frac{2}{3}$ of the voters and various other requirements), with revenues to be used for public transit purposes within their respective jurisdictions. In 2019, MTS began to explore placing a ballot measure before voters within its jurisdiction, with the intent to place the measure on the ballot for the November 2020 election. However, in April 2020, the MTS Board of Directors decided not to pursue a ballot measure due to the economic effects of the COVID-19 global pandemic.

Road User Charges

As the popularity of hybrid and electric vehicles increases, and as gasoline vehicles have greater fuel economy, the state gas taxes are not generating as much funding as in prior years. To make up for these funding shortfalls, the state completed the California Road Charge Pilot Program in 2017. This program looked at having drivers pay to maintain roads based on the distance or period of time spent traveling rather than the gallons of gasoline purchased. In the future, Caltrans, along with the FHWA, may investigate the feasibility of a pay-at-the pump option for a road charge system. More information regarding this program can be found online at dot.ca.gov/road_charge/.

Transit Center User Fees

Parking structures and other facilities located at transit centers often are at or near capacity. Establishing user fees at these facilities is a potential revenue source. While user fees can help manage the use where parking supply is constrained relative to demand, care must be exercised to develop a fee structure that does not discourage use of transit services to the



point that it significantly reduces ridership. SANDAG and the transit agencies have the authority to implement user fees at transit facilities. Currently, there are no transit centers that require a user fee. However, electric charging stations at the Sabre Springs Transit Station are available for public use for a fee. Revenues generated from the electric charging stations help to offset maintenance costs.



Transit-Oriented Development/Joint Development

Transit-Oriented Development and joint development around transit stations can benefit transit systems by increasing the number of residents and/or employees within walking distance of transit services and generating revenues through the sale/lease of transit station rights-of-way/air rights. This strategy has been implemented successfully at several rail stations in the San Diego region, and is being factored into the development of future transit service to be considered in the 2021 Regional Plan. As the land values continue to rise, the sale or lease of air rights is an attractive income opportunity for transit operators and agencies. The cost of construction may be considerably higher; however, the high land value secures reasonable economic feasibility.

Development Impact Fees and Exactions

Development Impact Fees (DIF) are fees collected by local agencies to grant development permits that are tied to certain infrastructure improvements. The DIF also could be a vehicle to fund regional transportation mitigation projects. An analysis of these options must include recognition that DIFs may be opposed by the development community, as additional fees would increase their cost of doing business. Public agencies also may find it hard to bond against projected DIF revenue, since the revenues materialize only once the development is implemented. DIFs currently can only be applied to transit capital expenses and not operating expenses. Local jurisdictions have the authority under the Mitigation Fee Act to impose a fee for transit capital, but new legislation would be required to allow the funding to be used for transit operations.

Advertising

Advertising can provide a source of income with minimal associated overhead costs. Revenues from advertising typically flow directly or indirectly to the operating agencies from single or multiyear advertising contracts. Advertising revenue opportunities can include both electronic and print formats, with print ad opportunities on buses and Trolleys and at transit stations. A targeted advertising strategy focused on naming rights for new transit services could present the opportunity to help subsidize operations or maintenance costs. A recent example of this strategy is MTS's agreement with UC San Diego Health and Sycuan Casino to rename two light rail routes the "UC San Diego Blue Line" and "Sycuan Green Line" respectively.

Coronavirus Aid, Relief, and Economic Security Act

In April 2020, the FTA announced [a total of \\$25 billion in federal funding allocations](#) to help the nation's public transportation systems respond to the COVID-19 pandemic via the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

The FTA is allocating this \$25 billion to [recipients of urbanized area and rural area formula funds](#), with \$22.7 billion allocated to large and small urban areas and \$2.2 billion allocated to rural areas. Funding will be provided at a 100% federal share, with no local match required, and will be available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.

Further, operating expenses incurred beginning on January 20, 2020, for all rural and urban recipients, even those in large urban areas, are also eligible, including operating expenses to maintain transit services, as well as paying for administrative leave for transit personnel due to reduced operations during an emergency.

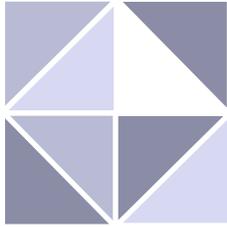
Funding will be provided to transit agencies via the FY 2020 shares of the following formula programs: FTA 5307, FTA 5311, FTA 5337 - State of Good Repair; and, FTA 5340. More information can be found at transit.dot.gov/cares-act.

The Coordinated Plan

Chapter 8

Measuring Our Success





CHAPTER 8: MEASURING OUR SUCCESS

A performance-monitoring program was created to develop a regional perspective on the public transit system as a whole. The program helps the San Diego Association of Governments (SANDAG) and the region's transit operators evaluate current service and determine the need for future service expansions or reductions. Performance of specialized transportation services provided by nonprofits, local governments, and social service agencies also is monitored. Monitoring of these programs helps to develop an understanding of their contribution to the host of transportation solutions available in the region.

Chapter 8 includes the following sections:

- 8.1 Vision and Goals** – An overview of the goals of San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP) and how they have been refined and enhanced in this Coordinated Plan to evaluate public transit and specialized transportation services
- 8.2 Public Transit Performance Indicators** – An overview of the goals and objectives derived from local policy and state and federal regulations that are used to monitor transit system performance
- 8.3 Regional Public Transit Performance Evaluation** – An evaluation of San Diego Metropolitan Transit System (MTS) and North County Transit District (NCTD) transit services in meeting performance goals and objectives
- 8.4 Specialized Transportation** – An overview of the objectives, monitoring, and reporting of the SANDAG Specialized Transportation Grant Program and the Consolidated Transportation Services Agency (CTSA)

8.1 Vision and Goals

San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP) serves as a blueprint for how the region will grow and how SANDAG will invest in transportation infrastructure that will provide more choices, strengthen the economy, promote a healthy environment, and support thriving communities. The Coordinated Plan implements the 2019 Federal RTP's transit and specialized transportation vision by evaluating the transportation system. The 2019 Federal RTP's vision describes a transportation system that:



- ▶ Provides innovative mobility choices
- ▶ Provides planning to support a sustainable and healthy region
- ▶ Provides a vibrant economy and an outstanding quality of life for all

The development of transit and specialized transportation services can enhance these elements in developing a more sustainable future transportation system. One of the Near-Term Actions of the 2019 Federal RTP was the development of a long-term specialized transportation strategy through 2050, as part of the next biennial update of the SANDAG Coordinated Plan, to address the increasing specialized service needs of seniors and people with disabilities. The Specialized Transportation Strategic Plan was finalized in January 2020, and addresses the increasing specialized service needs of seniors and persons with disabilities.

The 2019 Federal RTP expands this vision into six general categories of policy objectives, each with its own set of specific objectives:

Habitat and Open Space Preservation

- ▶ Focus growth in areas that are already urbanized, allowing the region to set aside and restore more open space in our less-developed areas
- ▶ Protect and restore our region's urban canyons, coastlines, beaches, and water resources

Regional Economic Prosperity

- ▶ Invest in transportation projects that provide access to a variety of jobs with competitive wages for all communities
- ▶ Build infrastructure that makes movement of freight in our community more efficient and environmentally friendly

Environmental Stewardship

- ▶ Make transportation investments that result in cleaner air, environmental protection, conservation, efficiency, and sustainable living
- ▶ Support energy programs that promote sustainability

Mobility Choices

- ▶ Provide safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play
- ▶ Take advantage of new technologies to make the transportation system more efficient and accessible

Partnerships/Collaboration

- ▶ Collaborate with Native American tribes, Mexico, military bases, neighboring counties, infrastructure providers, the private sector, and local communities to design a transportation system that connects to the mega-region and national network, works for everyone, and fosters a high quality of life for all
- ▶ As we plan for our region, recognize the vital economic, environmental, cultural, and community linkages between the San Diego region and Baja California

Healthy and Complete Communities

- ▶ Create great places for everyone to live, work, and play
- ▶ Connect communities through a variety of transportation choices that promote healthy lifestyles, including walking and biking
- ▶ Increase the supply and variety of housing types – affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services

In order to specifically evaluate transit and specialized transportation in the San Diego region, a set of seven goals for the coordinated transportation network has been developed. These goals are based on the visions of the four agencies involved in planning and operating the transportation system, which include MTS; NCTD; Facilitating Access to Coordinated Transportation (FACT) and the CTSA for San Diego County; and SANDAG. Additionally, these goals are informed by the overarching goals of the 2019 Federal RTP identified above.

The coordinated transportation network goals are:

1. Reinforce and upgrade existing transit services in key urban corridors and pursue new transit projects in the most urbanized areas of the region using a broad combination of transit modes
2. Maximize the farebox recovery rate and ensure that operation of the transit system is fiscally responsible
3. Offer a network of affordable and accessible public and specialized transportation services that are productive, coordinated, convenient, and appropriate for the markets being served
4. Offer accessible public and specialized transportation services in San Diego that are reliable, offer competitive travel times to major destinations, and provide consistent travel times for the same trip and mode of transportation
5. Provide an accessible transit network in the urban areas that offers frequency and span of service to support spontaneous use for a wide range of needs to support a diverse economy

6. Enhance the mobility choices of the transportation disadvantaged by improving coordinated services (such as maintenance) to provide alternative modes of transportation at a reduced cost through coordinated efforts
7. Offer accessible public, lifeline, and specialized transportation services in San Diego to all populations, without discrimination on the basis of race, color, language, national origin, or disability

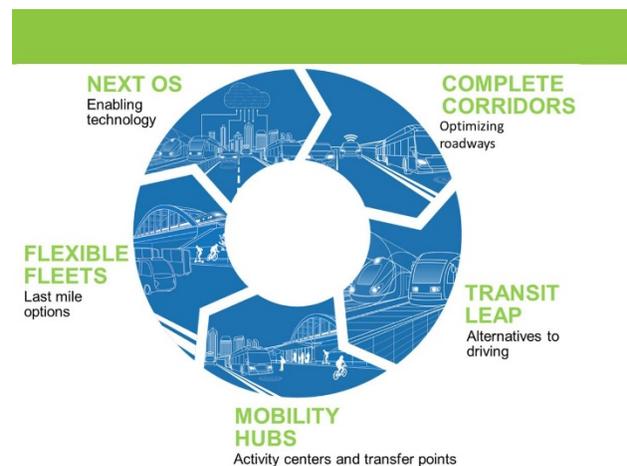
Looking Ahead

The San Diego Association of Governments (SANDAG) is developing a bold new vision for transportation in the region – one that will lead to a more sustainable future. New investments in the regional transportation network will provide people with more travel choices, while protecting the environment, creating healthy communities, and stimulating economic growth for the benefit all San Diegans.

In February 2019, the SANDAG Board of Directors approved an action plan that extends the development of a new Regional Plan into late 2021. San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) will embody 5 Big Moves, transformative initiatives that reimagine how people will travel throughout the region.

These 5 Big Moves:

- ▶ **Complete Corridors:** The backbone of a complete transportation system that leverages technology, pricing, and connectivity to repurpose how both highways and local roads are used
- ▶ **Transit Leap:** A complete network of high-capacity, high-speed, and high-frequency transit services that incorporates new transit modes and improves existing services
- ▶ **Mobility Hubs:** Places of connectivity where a variety of travel options converge to deliver a seamless travel experience
- ▶ **Flexible Fleets:** On-demand, shared, electric vehicles that connect to transit and travel between Mobility Hubs along the network of Complete Corridors
- ▶ **Next OS:** An integrated platform that will make all of the strategies work together by connecting users, transportation service providers, and infrastructure to orchestrate more efficient movement of people and goods



Together, these initiatives will create a fully integrated, world-class transportation system. SANDAG is working with stakeholders and the larger public to create the 2021 Regional Plan.

8.2 Public Transit Performance Indicators

The regional public transit performance evaluation program evaluates MTS and NCTD transit services over a five-year time period. Performance indicators are derived from SANDAG policy, 2019 Federal RTP goals, and state and federal regulations, and may be adjusted as needed to reflect changing conditions such as funding, energy costs, and the health of the local economy. As discussed in Chapter 7, some of these indicators are tied to potential funding allocations and are evaluated separately within those funding programs. The evaluation program in this chapter is for the purposes described in the bullets below.

Evaluation of transit operator performance allows transit operators, SANDAG, elected officials, and the public to:

- ▶ Assess the overall health of the regional transit system
- ▶ Determine whether sufficient funding is being provided to the regional transit system to meet performance targets and ensure that any additional planning and funding resources are allocated appropriately
- ▶ Determine the need for transit priority measures and, once implemented over time, assess how well these measures are performing in terms of improving transit performance
- ▶ Assess regional efforts to better link transit and land use planning through regional smart growth programs
- ▶ Identify deficiencies or service gaps



Figure 8.1 – Transit Network and Population Density



► Overview of Transit Performance Indicators

The transit performance indicators are informed by the goals of the Regional Plan, Transportation Development Act (TDA) performance-monitoring program, Title VI Program Update, the *TransNet* Ordinance, and other service-monitoring programs. The following are the transit performance indicators by category:

- Productivity
- Ridership
- Average Weekday Load Factor and Peak Load Factor
- Passengers Per Revenue Mile[†]
- Passengers Per Revenue Hour[†]
- Revenue Hours Per Employee[†]
- Financial
- Farebox Recovery^{**}
- Operating Cost Per Passenger[†]
- Operating Cost Per Revenue Hour[†]
- Reliability and Speed
- Average Speed
- Completed Trips
- On-Time Performance^{*}
- Convenience
- Span of Service
- Frequency of Service (Headways)^{*}
- Vehicle Assignment^{*}
- Access
- Service Availability^{*}
- Distribution of Transit Amenities^{*}
- Accessibility
- Comfort
- Trips Exceeding Vehicle Load Factor

* Denotes objectives that also are monitored for Title VI

† Denotes objectives that also are monitored for TDA

A brief description of the performance results relating to these categories is included in Section 8.4. Appendices B and C include data sets reported in prior years in order to ensure statistical continuity between previous and future Coordinated Plans.

► TDA Objectives

SANDAG Board Policy No. 018, Regional Transit Service Planning and Implementation, establishes a requirement for annual and quarterly monitoring of transit performance for both MTS and NCTD operations. The six performance indicators evaluated per SANDAG Board Policy No. 18 are consistent with the annual performance measures required by California's TDA program, which SANDAG administers at the regional level.

The TDA performance indicators help SANDAG determine if the overall performance of the transit system is improving based on updated regional strategies or service operation plans. These indicators also help the transit operators determine where improvements can be made. Service improvements are incorporated into the Service Implementation Plans (SIPs) of each transit operator, which are included in Appendix E.

The following are the six TDA indicators monitored by SANDAG:

- ▶ **Operating Cost Per Passenger (adjusted for annual inflation)** – measures cost effectiveness; this metric is determined by taking the total operating costs incurred by the transit agency for that mode and dividing it by the total number of passengers.
- ▶ **Operating Cost Per Revenue Hour (adjusted for annual inflation)** – measures cost efficiency; this metric is determined by using the same operating cost data, but against the amount of service provided on the street.
- ▶ **Passengers Per Revenue Hour** – measures service productivity; this is determined by dividing ridership by the total revenue hours.
- ▶ **Passengers Per Revenue Mile** – measures service productivity; this is determined by dividing ridership by the total revenue miles.
- ▶ **Revenue Hours Per Employee** – measures labor productivity; this is determined by dividing the total number of revenue hours by the total number of full-time equivalent employees. While MTS and NCTD both have their own internal staffing goals based on operational needs, this metric can provide an indication of agency productivity.
- ▶ **Farebox Recovery Ratio** – measures service cost efficiency; this is determined by dividing total operating costs by total fare revenue. These performance indicators are measured separately for fixed-route services (MTS Bus, MTS Trolley, NCTD BREEZE [Bus], NCTD COASTER, and NCTD SPRINTER) and Americans with Disabilities Act of 1990 (ADA) paratransit services (MTS Access and NCTD LIFT). It should be noted that MTS Bus refers to all MTS bus services, including MTS *Rapid* (routes 215, 225, 235, and 237) and MTS *Rapid Express* (routes 280 and 290).

► Environmental Justice Objectives

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

The Federal Transit Administration (FTA) requires that all transit operators who receive federal funds conduct assessments of Title VI of the Civil Rights Act of 1964 in order to demonstrate nondiscrimination of services and facilities for minority communities. In San Diego County, this responsibility is held by two transit agencies: MTS and NCTD.

More than ten years ago, SANDAG entered into a Master Agreement with MTS and NCTD and took contractual responsibility for conducting the triennial Title VI Program Update on behalf of the transit agencies. MTS's and NCTD's program updates are consistent with the Title VI Circular "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" (October 1, 2012, FTA C 4702.1B) as required.

Operational planning is managed by the individual transit agencies, along with the responsibility to evaluate major service changes under Title VI. SANDAG is responsible for the Title VI evaluation of transit fare changes that affect the Comprehensive Fare Ordinance pursuant to the Master Agreement between the parties. A summary of SANDAG responsibilities under Title VI is included in the SANDAG Triennial Program Update prepared separately from this document. The most recent Triennial Program Update for SANDAG was completed in September 2018.

MTS and NCTD's program updates for FY 2018 were submitted to the FTA for review on June 1, 2018. MTS's Triennial Title VI Program Update was reviewed and accepted by the FTA on June 14, 2018. NCTD's program update was reviewed and accepted by the FTA on July 26, 2018. Copies of the program updates can be found at the following links:

FY 2018 MTS Title VI Program Update - sandag.org/uploads/publicationid/publicationid_4500_24024.pdf

FY 2018 NCTD Title VI Program Update - sandag.org/uploads/publicationid/publicationid_4629_26659.pdf

8.3 Regional Public Transit Performance Evaluation

The following sections provide the specific objectives, guidelines, and performance results for each of the following performance categories: productivity, financial, reliability and speed, convenience, access, and comfort. Performance was evaluated for each service type for FY 2015 through FY 2019.

► Productivity Objectives

The productivity of a transit service is evaluated based on ridership, load factor, passengers per revenue mile, passengers per revenue hour, and revenue hours per employee.

Ridership

Monitoring the ridership of the available transit services is necessary to ensure that overall productivity and performance goals are being met.

Objective – The ridership grows year-over-year for each transit service.

Guideline – Increase ridership year-over-year for each transit service.

Result – As indicated in Table 8.1, ridership decreased over the five-year monitoring period for all transit services when performing a year-over-year comparison. However, **MTS Rapid** and **MTS Trolley** both increased ridership between FY 2018 to FY 2019.

Table 8.1 – MTS and NCTD Ridership

Transit Service	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Met Guideline? (Y or N)
MTS Bus	56,276,585	52,549,680	50,048,942	41,834,313	40,984,068	N
MTS <i>Rapid</i> Bus	N/A	N/A	N/A	6,002,999	6,513,423	Y
MTS Trolley	40,083,445	39,577,369	37,607,470	36,995,201	37,293,757	Y
NCTD BREEZE	8,018,531	7,547,119	6,731,496	6,457,757	6,396,090	N
NCTD COASTER	1,641,525	1,556,056	1,454,865	1,433,125	1,408,680	N
NCTD SPRINTER	2,769,686	2,677,929	2,549,929	2,532,728	2,408,655	N
MTS Access	475,322	522,160	529,091	505,973	492,493	N
NCTD LIFT	184,845	199,670	202,173	186,456	168,818	N

Average and Peak Weekday Load Factor

Both MTS and NCTD have established load factor guidelines to monitor productivity on transit services and allocate resources appropriately. Load factor measures seat utilization. The load factor for each route is determined by calculating the average percentage of seats occupied for a typical weekday. As ridership is much lower on the weekends, Saturday and Sunday load factors are not included. Load factor is expressed as a decimal point to two decimal places. A load factor of 1.00 means that all of the seats on a vehicle are occupied. A load factor of 1.25 means that all seats are occupied and the number of standees on the vehicle is equal to 25% of the number of seats on the vehicle. Peak load factor differs from average weekday load factor (a performance indicator under the productivity objective) in that it pertains to seat utilization during a.m. and p.m. peak travel times only. MTS and NCTD have different standards for peak load factors for each transit service.

FTA Circular 4702.1B requires that all transit operators conduct a thorough analysis of both peak and off-peak vehicle loads to ensure that service is operated equitably on Minority and Non-Minority transit routes. MTS and NCTD's most recent Title VI Program Updates include this analysis as well. Links to these two documents can be found on page 8-8.



Objective – To monitor productivity on transit services and to allocate resources appropriately during both off-peak and peak travel times.

Guideline – Maintain vehicle loads that do not exceed the standards, which are as follows:

- ▶ For **MTS Bus**, the maximum average weekday load factor is 1.00 and the maximum average peak load factor is 1.50
- ▶ For **MTS Trolley**, the maximum average weekday and average peak load factor are both 3.00
- ▶ For **NCTD BREEZE**, the maximum average weekday load factor is 1.10 and the maximum average peak load factor is 1.25
- ▶ For **NCTD COASTER**, the maximum average weekday load factor is 1.00 and the maximum average peak load factor is 1.70
- ▶ For **NCTD SPRINTER**, the maximum average weekday load factor is 1.00 and the maximum average peak load factor is 1.40

Result – As indicated in Table 8.2 and Table 8.3, all transit services are operating within the guideline.

Table 8.2 – MTS and NCTD Average Weekday Load Factor

Transit Service	Guideline	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Met Guideline? (Y or N)
MTS Bus	1.00	.27	.27	.27	.29	.26	Y
MTS Trolley	3.00	.44	.41	.40	.42	.42	Y
NCTD BREEZE	1.10	.20	.20	.19	N/A	N/A	Y
NCTD COASTER	1.00	.20	.20	.19	.18	.19	Y
NCTD SPRINTER	1.00	.25	.27	.20	.23	.21	Y

Table 8.3 – MTS and NCTD Peak Load Factor

Transit Service	Guideline	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Met Guideline? (Y or N)
MTS Bus	1.50	.27	.27	.29	.31	.28	Y
MTS Trolley	3.00	.50	.48	.47	.49	.49	Y
NCTD BREEZE	1.25	.21	.22	.21	N/A	N/A	Y
NCTD COASTER	1.70	.28	.32	.32	.26	.27	Y
NCTD SPRINTER	1.40	.27	.36	.26	.30	.27	Y

Passengers per Revenue Mile

The number of passengers per revenue mile is determined by taking the total number of passengers and dividing it by the number of revenue miles. An increase in passengers per revenue mile is seen as positive, as it indicates that more passengers are using the service and for longer trip distances.

Objective – To operate transit services that are productive, convenient, and appropriate for the markets being served.

Guideline – Improve average passengers per revenue mile year-over-year for each transit service.

Result – As indicated in Table 8.4, all transit services experienced a decrease in the number of passengers per revenue mile year-over-year. However, **NCTD Breeze** and **NCTD LIFT** both experienced a small increase in Passengers per Revenue Mile between FY 2018 and FY 2019.

Table 8.4 – MTS and NCTD Passengers per Revenue Mile

Transit Service	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Met Guideline? (Y or N)
MTS Bus	2.82	2.68	2.56	2.41	2.32	N
MTS <i>Rapid</i> Bus	N/A	N/A	N/A	2.25	2.06	N
MTS Trolley	4.66	4.57	4.30	4.27	4.23	N
NCTD BREEZE	1.43	1.36	1.20	1.18	1.19	Y
NCTD COASTER	1.18	1.13	1.07	1.04	1.04	N
NCTD SPRINTER	4.03	3.87	3.71	3.56	3.48	N
MTS Access	0.12	0.11	0.11	.11	.11	N
NCTD LIFT	0.09	0.10	0.10	.10	.11	Y

Passengers per Revenue Hour

The number of passengers per revenue hour is determined by taking the total number of passengers and dividing it by the number of revenue hours. Much like the measurement of passengers per revenue mile, an increase in passengers per revenue hour is seen as positive, as it indicates that more passengers are using the service and for longer periods of time.



Objective – To operate transit services that are productive, convenient, and appropriate for the markets being served.

Guideline – Achieve the following standards:

- ▶ For **MTS Bus**, **MTS Rapid Bus**, and **MTS Trolley**: average at least 35 passenger boardings per revenue service hour
- ▶ For **NCTD BREEZE**, **COASTER**, and **SPRINTER**: average at least 20 passenger boardings per revenue service hour
- ▶ For **MTS Access** and **NCTD LIFT**: average 2.0 passenger boardings per revenue service hour

Result – As indicated in Table 8.5, **MTS Trolley**, **NCTD COASTER**, **NCTD SPRINTER**, and **MTS Access** met their respective guidelines. **MTS Bus**, **MTS Rapid Bus**, **NCTD BREEZE**, and **NCTD LIFT** missed the guideline.

Table 8.5 – MTS and NCTD Passengers per Revenue Hour

Transit Service	Guideline	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Met Guideline? (Y or N)
MTS Bus	35.00	31.42	28.80	27.40	25.59	24.33	N
MTS <i>Rapid</i> Bus	35.00	N/A	N/A	N/A	32.52	31.44	N
MTS Trolley	35.00	233.15	229.60	218.40	214.64	215.66	Y
NCTD BREEZE	20.00	17.23	16.34	14.08	13.88	14.86	N
NCTD COASTER	20.00	234.67	225.13	212.03	208.96	177.17	Y
NCTD SPRINTER	20.00	117.73	113.41	108.98	107.83	101.77	Y
MTS Access	2.00	2.05	2.10	2.00	2.01	2.14	Y
NCTD LIFT	2.00	1.59	1.71	1.69	1.62	1.8	N

Revenue Hours per Employee

Monitoring the revenue hours per employee provides insight into the labor productivity of the operators and can provide an indication of the level of efficiency with which a transit system can deliver its services. A significant increase of revenue hours per employee may indicate that there is a shortage of employees able to operate services.

Objective – To measure labor productivity.

Guideline – Assess the average revenue hours per employee year-over-year for each transit service to measure labor productivity.

Result – As indicated in Table 8.6, **MTS Bus, MTS Access, NCTD COASTER, and NCTD SPRINTER** experienced increased labor productivity over the five-year period. **MTS Rapid Bus, MTS Trolley, NCTD BREEZE, MTS Access, and NCTD LIFT** experienced decreased labor productivity between FY 2018 and FY 2019.

Table 8.6 – MTS and NCTD Average Revenue Hours per Employee

Transit Service	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
MTS Bus	269.38	265.89	245.12	272.48	276.27
MTS Rapid Bus	N/A	N/A	N/A	254.26	252.31
MTS Trolley	89.68	84.24	82.77	83.87	82.23
NCTD BREEZE	257.28	255.96	253.65	273.53	266.32
NCTD COASTER	15.57	15.93	14.18	12.51	14.96
NCTD SPRINTER	78.71	91.68	73.09	57.17	57.84
MTS Access	224.61	241.66	227.6	213.99	215.96
NCTD LIFT	285.42	262.20	271.41	248.70	237.97

► Financial Objectives

Public transit is funded through local, state, and federal funds. To ensure that operation of the transit system is fiscally responsible, transit services are evaluated based on farebox recovery, operating cost per passenger, and operating cost per revenue hour.

Farebox Recovery

The farebox recovery ratio is the fraction of operating expenses that are met by fares paid by passengers. It is calculated by dividing a system's total fare revenue by its total operating expenses.

The TDA requires transit operators to monitor the farebox recovery of all routes to ensure that public funds are spent in a fiscally responsible manner. SANDAG is required by the TDA to establish firm cost-recovery targets for MTS and NCTD. The cost-recovery indicator helps to determine the appropriateness of the fare structure and the ability of the system to generate ridership and revenue.

Additionally, SANDAG Board Policy No. 029, Regional Fare Policy and Comprehensive Fare Ordinance, stipulates that farebox recovery should exceed the minimum TDA targets and demonstrate a reasonable effort to prevent regression over a three-year period. This guideline stems from direction from the Board of Directors to encourage ridership and revenue growth.

Objective – To meet or exceed the farebox recovery ratio required by the TDA and SANDAG.

Guideline – Achieve farebox recovery ratios that meet or exceed the following:

- ▶ For **MTS Bus** and **Trolley**: 31.9%
- ▶ For **MTS Rapid Express Routes 280** and **290**: 20%
- ▶ For **NCTD BREEZE, COASTER,** and **SPRINTER**: 18.8%
- ▶ For **MTS Access** and **NCTD LIFT**: 10%

Result – As indicated in Table 8.7, **MTS Rapid Express, MTS Trolley, MTS Access,** and **NCTD COASTER** exceeded the minimum standards required by SANDAG and the TDA. **MTS Bus, MTS Rapid Bus, NCTD BREEZE, SPRINTER,** and **LIFT** did not meet the guideline.

Table 8.7 – MTS and NCTD Farebox Recovery Rate

Transit Service	Guideline	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Met Guideline? (Y or N)
MTS Bus	31.90%	35.50%	34.90%	32.30%	29.76%	29.10%	N
MTS Rapid Bus	31.90%	N/A	N/A	N/A	26.50%	25.77%	N
MTS Rapid Express	20.00%	52.28%	56.40%	52.70%	50.20%	46.85%	Y
MTS Trolley	31.90%	56.30%	55.60%	51.00%	44.89%	49.71%	Y
NCTD BREEZE	18.80%	19.40%	16.37%	13.17%	13.81%	15.13%	N
NCTD COASTER	18.80%	35.90%	39.99%	35.62%	32.60%	27.28%	Y
NCTD SPRINTER	18.80%	18.60%	17.78%	17.35%	12.73%	12.53%	N
MTS Access	10.00%	13.70%	12.70%	14.00%	12.89%	14.84%	Y
NCTD LIFT	10.00%	9.20%	8.94%	8.26%	7.41%	6.78%	N

Operating Cost per Passenger

Operating cost per passenger is determined by dividing the total operating cost of a service and by the total number of boarding passengers. A decrease in operating cost per passenger is seen as positive as it indicates greater cost effectiveness.

Objective – To measure the cost effectiveness of the transit services.

Guideline – Improve the average operating cost per passenger year-over-year for each transit service.

Result – As indicated in Table 8.8, **MTS Rapid Bus, MTS Trolley, and NCTD BREEZE** improved by reducing the operating cost per passenger for year-over-year for the past two years. **MTS Bus, NCTD BREEZE, NCTD COASTER, NCTD SPRINTER, MTS Access, and NCTD LIFT Paratransit** services saw cost increases.

Table 8.8 – MTS and NCTD Operating Cost per Passenger

Transit Service	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Met Guideline? (Y or N)
MTS Bus	\$2.79	\$2.94	\$3.17	\$3.38	\$3.42	N
MTS Rapid Bus	N/A	N/A	N/A	\$3.50	\$3.42	Y
MTS Trolley	\$1.82	\$1.86	\$2.03	\$2.37	\$2.27	Y
NCTD BREEZE	\$5.32	\$6.03	\$7.22	\$7.44	\$7.05	Y
NCTD COASTER	\$12.51	\$11.05	\$12.45	\$11.31	\$14.07	N
NCTD SPRINTER	\$5.83	\$6.25	\$6.09	\$8.53	\$8.95	N
MTS Access	\$35.70	\$35.93	\$37.36	\$39.84	\$39.88	N
NCTD LIFT	\$40.26	\$43.48	\$47.21	\$52.68	\$61.55	N

Operating Cost per Revenue Hour

Operating cost per revenue hour is determined by taking the total operating cost of the service and dividing it by the total number of hours that each vehicle is in revenue service (i.e., available for passengers to board and ride, including layover time). A decrease in operating cost per revenue hour is seen as a positive.

Objective – To measure the cost efficiency of the transit services.

Guideline – Improve the average operating cost per revenue hour year-over-year for each transit service.

Result – As indicated in Table 8.9, **MTS Bus, MTS Rapid Bus, MTS Trolley, NCTD SPRINTER,** and **MTS Access** experienced a decrease in its operating costs. **MTS Bus, MTS Trolley, NCTD BREEZE, NCTD COASTER, MTS Access,** and **NCTD LIFT** all showed operating cost increases.

Table 8.9 – MTS and NCTD Operating Cost per Revenue Hour

Transit Service	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Met Guideline? (Y or N)
MTS Bus	\$87.65	\$85.18	\$90.59	\$86.64	\$83.28	Y
MTS <i>Rapid</i> Bus	N/A	N/A	N/A	\$113.78	\$107.60	Y
MTS Trolley	\$425.20	\$438.07	\$480.85	\$508.63	\$488.67	Y
NCTD BREEZE	\$91.66	\$98.57	\$101.59	\$103.32	\$104.80	N
NCTD COASTER	\$2,935.63	\$2,488.13	\$2,640.03	\$2,363.86	\$2,492.82	N
NCTD SPRINTER	\$686.38	\$708.70	\$663.57	\$919.94	\$910.92	Y
MTS Access	\$73.26	\$73.67	\$75.36	\$80.27	\$85.16	Y
NCTD LIFT	\$64.06	\$74.55	\$79.93	\$85.19	\$110.54	N

► Reliability Objectives

Service reliability is a critical factor influencing people’s mode choice. Therefore, transit operators recognize the importance of reliability and maintaining or improving travel times in order to maintain and gain ridership. Reliability is measured by average speed, completed trips, and on-time performance. External factors, such as traffic congestion, public works projects, and construction often can impact reliability. However, consolidating stops, transit signal priority, and other improvements may improve reliability.

Average Speed

Objective – To maintain or improve existing average speeds on existing transit services.

Guideline – Maintain or improve the average fleet speed year-over-year for each transit service.

Result – As indicated by Table 8.10, average fleet speed increased over the five-year period for **MTS Trolley, NCTD BREEZE, NCTD SPRINTER, and MTS Access**. **MTS Bus, NCTD COASTER, and NCTD LIFT** experienced decreases in speed throughout the five-year period.



Table 8.10 – MTS and NCTD Average Speed

Transit Service	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Met Guideline? (Y or N)
MTS Bus	11.13	10.60	10.64	10.60	10.48	N
MTS Trolley	50.00	50.29	50.69	50.22	51.01	Y
NCTD BREEZE	12.09	12.04	11.69	11.75	12.51	Y
NCTD COASTER	39.78	39.71	39.66	40.15	34.14	N
NCTD SPRINTER	29.20	29.32	29.37	30.27	29.22	Y
MTS Access	17.63	17.93	17.16	18.34	19.63	Y
NCTD LIFT	17.47	17.42	16.68	15.86	16.95	N

Completed Trips

The evaluation of completed trips is necessary to determine whether the transit routes are adequately serving the public. While on-time performance helps evaluate scheduling or congestion issues, this performance indicator quantifies maintenance or driver issues that result in vehicles being taken out of service.

Objective – To offer transit services that are reliable, offer competitive travel times, and adhere to published timetables or service intervals.

Guideline – Operate transit services that are reliable as indicated by the completion of 97.5% of trips.

Result – As indicated in Table 8.11, all transit services met the objective.

Table 8.11 – MTS and NCTD Completed Trips

Transit Service	Guideline	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Met Guideline? (Y or N)
MTS Bus	97.50%	99.95%	99.97%	99.96%	99.85%	99.92%	Y
MTS Trolley	97.50%	98.90%	99.30%	99.80%	99.81%	99.80%	Y
NCTD BREEZE	97.50%	100.00%	99.91%	99.99%	99.91%	99.79%	Y
NCTD COASTER	97.50%	99.80%	99.68%	99.99%	98.55%	98.55%	Y
NCTD SPRINTER	97.50%	99.90%	99.87%	99.99%	99.59%	99.59%	Y
MTS Access	97.50%	99.30%	99.79%	99.99%	99.71%	99.86%	Y
NCTD LIFT	97.50%	100.00%	100.00%	100.00%	99.94%	99.92%	Y

On-time Performance

On-time performance refers to the ability of a transit service to be on time. It is calculated as a percentage and evaluates actual service operated on the road against the published schedules.

Objective – To operate transit services that are reliable, offer competitive travel times, and adhere to published schedules or service intervals.

Guideline – Meet or exceed the following on-time performance standards:

- ▶ For **MTS Bus**: meet or exceed 85% on-time performance
- ▶ For **MTS Trolley** and **NCTD BREEZE**: meet or exceed 90% on-time performance
- ▶ For **NCTD COASTER**: meet or exceed 95% on-time performance
- ▶ For **NCTD SPRINTER**: meet or exceed 98% on-time performance
- ▶ For **MTS Access** and **NCTD LIFT**: meet or exceed 94% on-time performance

Result – As indicated in Table 8.12, **MTS Trolley** and **NCTD SPRINTER** met and exceeded on-time performance standards. **MTS Bus**, **NCTD BREEZE**, **NCTD COASTER**, **MTS Access**, and **NCTD LIFT** did not meet the on-time performance standards.

Table 8.12 – MTS and NCTD On-Time Performance

Transit Service	Guideline	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Met Guideline? (Y or N)
MTS Bus	85.00%	81.30%	85.00%	82.70%	83.30%	83.70%	N
MTS Trolley	90.00%	89.50%	92.60%	93.90%	94.70%	95.00%	Y
NCTD BREEZE	90.00%	89.20%	88.25%	89.52%	89.00%	88.00%	N
NCTD COASTER	95.00%	97.60%	95.50%	90.97%	91.00%	91.00%	N
NCTD SPRINTER	98.00%	99.20%	98.90%	98.69%	98.00%	98.00%	Y
MTS Access	94.00%	92.00%	91.00%	88.00%	95.30%	91.30%	N
NCTD LIFT	94.00%	91.50%	91.80%	N/A	92.00%	85.00%	N

▶ Convenience Objectives

Two of the regional transit goals relate to developing a transit system that is convenient for users and potential users. Convenience is measured by evaluating span and frequency of service and vehicle assignment. It is important to note that different levels of service are appropriate for different markets or zones.

Span of Service

Span of service refers to the times that transit service is provided. The objective of evaluating span of service is to ensure that a transit service is convenient and can accommodate travel during most hours of the day. In particular, the transit operators focus on providing excellent commuter services in major corridors and a limited network of lifeline services. The MTS and NCTD Boards of Directors also may decide to provide higher levels of service in specific areas where there is higher ridership or special market conditions. MTS and NCTD evaluate span of service on an ongoing basis and make adjustments as needed. Span of service for all transit service can be found in Appendix C.

Frequency of Service (Headways)

The frequency of service influences people's modal choice. The urban core is the area that requires and can support a high level of frequency that will enable passengers to travel spontaneously. Experience in San Diego County and elsewhere shows that better headways almost always result in more riders.

The minimum peak service headway goals are 15 minutes for MTS Bus and NCTD BREEZE, 15 to 30 minutes for MTS Trolley and NCTD SPRINTER, and 40 minutes for NCTD COASTER. With the additional investment described in the 2019 Federal RTP, headways will be enhanced in future plans with the goal of bringing bus services in key travel corridors up to the service goal of 10 minutes or better for all-day service. The current goals recognize the high cost of reducing headways and consider current funding or facility limitations. Headways for all transit and rail routes can be found in Appendix C.

Vehicle Assignment

Vehicle assignment refers to the process of placing transit vehicles into service in depots and on routes throughout the transit system. Transit operators set and implement policies on vehicle assignment to ensure vehicles continue to be in working condition and provide appropriate capacity given rider demand. Certain services, such as MTS *Rapid* and *Rapid Express*, have dedicated fleets. Below are descriptions of each transit operator's vehicle fleet and assigned divisions. Additional information regarding vehicle assignment can be found in Appendix B.

MTS

MTS assigns vehicles based on capacity, service needs, and whether or not the service has a dedicated fleet. Several vehicles for MTS Bus are interlined with one another for efficiency and cost savings. For example, one vehicle may be assigned to several routes in a service day.

The combined MTS Bus and MTS Access fleet contains 812 vehicles which consist of standard buses, articulated buses, minibuses, and over-the-road coaches. Standard buses are 30- to 40-foot medium- or heavy-duty transit buses. These buses operate using compressed natural gas (CNG), diesel fuel, and gasoline hybrid engines. The articulated buses, which are 60 feet long, operate on urban routes with heavy ridership and *Rapid* routes. The minibus fleet consists of buses 29 to 32 feet in length and operates paratransit and

fixed-route services with lower ridership. Over-the-road coaches are 45-foot buses that are assigned to the *Rapid Express* commuter service which operates along the Interstate 15 corridor.

These bus fleets are assigned to five different divisions:

- ▶ **Imperial Avenue Division** – operates standard and articulated buses
- ▶ **Kearny Mesa Division** – operates standard and articulated buses
- ▶ **South Bay Division** – operates standard buses. In early January 2015, the Chula Vista Transit Division was incorporated into this facility
- ▶ **East County Division** – operates standard buses, minibuses, and over-the-road coaches
- ▶ **Copley Park Division** – operates minibuses as well as the MTS Access fleet, which consists of gasoline-powered Type II buses

MTS's Rail fleet consists of high-floor Trolley vehicles, low-floor Trolley vehicles, and Vintage Trolley streetcars. In January 2015, a portion of the high-floor fleet was retired, and the completion of the [Trolley Renewal Project](#) now allows for low-floor trolleys to operate along all three rail lines. The Vintage Trolley operates on the Silver Line as a supplementary service in a loop around Downtown San Diego. MTS Rail operates out of one location in Downtown San Diego.

NCTD

NCTD assigns vehicles based on the following: vehicle age and type, fuel capacity and/or route mileage, length of route, frequency of service, capacity, operating conditions (including turns, dips, speeds, and other road conditions), and systemwide service needs. The combined NCTD BREEZE, FLEX, and LIFT fleets contain 204 vehicles, which consist of standard buses and minibuses. Standard buses are 30- to 40-foot medium- or heavy-duty transit buses. The majority of these buses operate using CNG, with a few diesel buses left in the fleet. The minibus fleet consists of buses 29 to 32 feet in length and operates demand-response service (NCTD FLEX and LIFT) and fixed-route services with lower ridership.



These bus fleets are assigned to two divisions:

- ▶ **Oceanside, referred to as the West Division** – operates standard and minibuses
- ▶ **Escondido, referred to as the East Division** – operates standard and minibuses

NCTD's Rail fleet consists of COASTER commuter rail vehicles and SPRINTER low-floor light rail Trolley cars. The COASTER consists of one rail line, which can accommodate up to 140 passengers in each rail car with a maximum six-car train accommodating 840 seated passengers. The SPRINTER consists of one light rail line that has a maximum capacity of 1,741 riders. NCTD COASTER operates out of one location north of Oceanside, and SPRINTER operates out of one location in Escondido.

▶ Access Objectives

Service Availability

Service availability refers to the distribution of routes within a transit operator's service area. MTS and NCTD service availability standards are based on population and job density. Routes are distributed such that a certain percentage of residents or jobs are within a specified distance to a transit stop given their location within either an urban, suburban, or rural area; or a high-, medium-, or low-density area. Though MTS and NCTD share the same objective, they have different guidelines to account for their distinct service area and populations served. Figure 8.2 illustrates the population density of persons within ½ mile of transit services and of those that are more than ½ mile from transit services.

MTS operates within the central and southern portion of San Diego County. This service area encompasses approximately 3 million people residing in a 570-square-mile area of San Diego County, including the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, Santee, San Diego, and unincorporated areas within the County of San Diego.

Objective – To offer accessible public, lifeline, and specialized transportation services in San Diego to all populations, without discrimination on the basis of race, color, language, national origin, or disability.

MTS Guideline – Provide transit services such that:

- ▶ 80% of residents or jobs in urban areas are within ½ mile of a transit stop
- ▶ 100% of residents in suburban areas are within five miles of a transit stop
- ▶ Residents of rural villages are served with lifeline services, which is defined as one return trip at least two days per week

MTS Results – As indicated in Table 8.13, MTS met all of their service availability standards.

Figure 8.2 – MTS and NCTD Service Availability

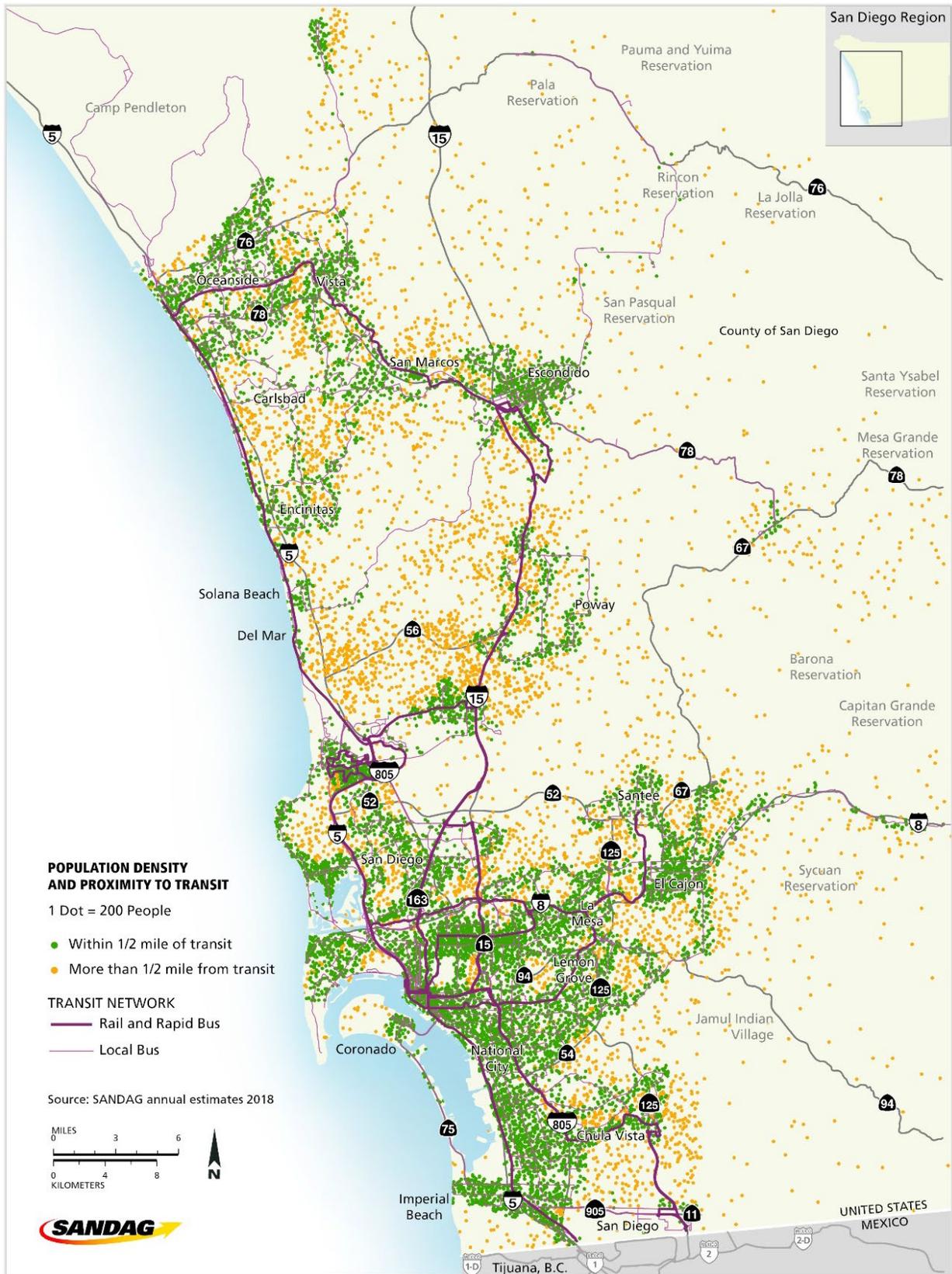


Table 8.13 – MTS Service Availability

Service Area	Guideline	Results	Met Guideline? (Y or N)
Urban	80% of residents within ½ mile of a transit stop	99.0%	Y
Urban	80% of jobs within ½ mile of a transit stop	99.2%	Y
Suburban	100% of residents within five miles of a transit stop	100%	Y
Rural	One return trip at least two days/week to destinations from rural villages (Lakeside and Alpine)	Route 848 serves Lakeside seven days a week and Route 838 serves Alpine seven days a week.	Y

NCTD operates a suburban–rural system with some pockets of higher density in certain corridors. Compared with the area served by MTS, North San Diego County has many fewer areas of high density. Higher-density areas in North County are along State Route 76 and Mission Avenue from Oceanside to Vista and along State Route 78 from Oceanside to Escondido passing through Vista and San Marcos. Any pockets of medium and high density along the coastal cities of Carlsbad and Encinitas mainly are along Carlsbad Boulevard/Highway 101 and El Camino Real/Rancho Santa Fe Road. The remainder of the area is considered low-density or rural based on persons per acre.

NCTD Guideline – Provide transit service such that:

- ▶ 90% of housing units in high-density areas (16 or more persons per acre) are within ¼ mile from a transit stop
- ▶ 75% of housing units in medium-density areas (11 to 15 persons per acre) are within ¼ mile from a transit stop
- ▶ 50% of housing units in low-density areas (6 to 10 persons per acre) are within ¼ mile from a transit stop
- ▶ 10% of housing units in rural areas (five or fewer persons per acre) are within ¼ mile from a transit stop

NCTD Results – As shown in Table 8.14, NCTD is meeting the target of service availability for low-density and rural areas in North County and is below the target for high- and medium-density areas.

Table 8.14 – NCTD Service Availability

Population Density (Persons per Acre)	Percent of Housing Units Within ¼ Mile of a transit stop		Met Guideline? (Y or N)
	Guideline	Result	
High (16 or more)	90%	81.4%	N
Medium (11 to 15)	75%	74.2%	N
Low (6 to 10)	50%	57.3%	Y
Rural (5 or fewer)	10%	24.3%	Y

Distribution of Transit Amenities

Transit amenities refer to items of comfort, convenience, and safety that are available to transit users. Examples of transit amenities include shelters, seating, wayfinding, trash cans, parking lots, and elevators. MTS and NCTD base distribution of amenities on passenger boardings among other considerations. Additional information on transit amenities can be found in Appendix B.



Accessibility

Accessibility specifically refers to the design of transit stops, amenities, and services for access by individuals with disabilities. Evaluating accessibility helps ensure individuals with disabilities have equal access to transit.

Objective – To provide fully accessible transit stops.

Guideline – Ensure that 100% of transit stops are fully accessible.

Results – Neither **MTS** nor **NCTD** currently meet the guidelines established for this category.

All MTS and NCTD transit centers are fully accessible. However, many individual bus stops within the county were installed prior to the implementation of the Americans with Disabilities Act (ADA) in 1990. Both agencies are working toward 100% accessibility and work with developers, cities, and other agencies to improve the bus stop infrastructure within their jurisdictions. Some bus stops also have been removed for being inaccessible.

► Comfort Objective

This objective addresses the goal to provide appropriate service for the markets being served. One of the least welcomed aspects of public transit is the need to stand on crowded, moving buses or trains. People are often uncomfortable in an environment where they must stand shoulder to shoulder with complete strangers. MTS and NCTD have policies that define the maximum capacity of bus and rail vehicles. Comfort is evaluated based on peak load factor.

Objective – To offer appropriate transit services to ensure that no routes are overcrowded during the a.m. or p.m. peak service.

Guideline – Operate transit services that are comfortable by not exceeding the maximum peak load factor, which are as follows:

- For **MTS Bus**, no more than 20% of vehicle trips exceed the maximum peak load factor of 1.50
- For **MTS Minibuses** and **Over-the-Road Coaches**, the maximum peak load factor is 1.00
- For **MTS Trolley**, the maximum peak load factor is 3.00
- For **NCTD BREEZE**, the maximum peak load factor is 1.40
- For **NCTD COASTER**, the maximum peak load factor is 1.25
- For **NCTD SPRINTER**, the maximum peak load factor is 1.70

Both MTS and NCTD monitor the ridership for their respective services to minimize overcrowding. The agencies investigate complaints of overcrowding, monitor services, and conduct analysis to determine if the provided services need to be adjusted. Further analysis of this service standard will be included in future Coordinated Plans.

8.4 Specialized Transportation

SANDAG has administered specialized transportation grant programs since 2006. The governor of the State of California appointed SANDAG as the designated recipient of Job Access and Reverse Commute (JARC) and New Freedom funds, under the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), and Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 funds, under Moving Ahead for Progress in the 21st Century (MAP-21), for the urbanized portion of San Diego County in letters dated August 21, 2006, and April 23, 2014, respectively. SANDAG continues to be the designated recipient of Section 5310 funds under the most recent federal transportation law, the Fixing America’s Surface Transportation (FAST) Act.

As designated recipient, SANDAG is responsible for the development of the Coordinated Plan and the administration of Section 5310 program for the census-defined urbanized areas of San Diego County. The specific tasks required by the FTA for this designation are:

- ▶ Conducting an area-wide competitive selection process
- ▶ Certifying fair and equitable distribution of funds resulting from the competitive process
- ▶ Certifying that each project selected for funding was derived from the Coordinated Plan
- ▶ Certifying that the Coordinated Plan was developed through a process that included representatives of public, private, and nonprofit transportation and human service providers, as well as participation by the public

SANDAG also administers the Senior Mini-Grant program, which was established in 2008 under the *TransNet* Extension Ordinance. The agency develops program requirements and selection criteria, determines applicant eligibility, notifies eligible applicants of the availability of funds, and selects projects for funding.



► Specialized Transportation Objectives

Under the Government Performance Results Act, the FTA is required by law to “establish performance goals to define the level of performance” and “establish performance indicators to be used in measuring relevant outputs, service levels, and outcomes” for each of its programs, including Section 5310. The performance measures established in the FTA Circular 9070.1G for the Section 5310 program are provided below.

For Traditional Section 5310 Projects

1. **Gaps in Service Filled** – Provision of transportation options that would not otherwise be available for seniors and individuals with disabilities measured in numbers of seniors and people with disabilities afforded mobility they would not have without program support as a result of traditional Section 5310 projects implemented in the current reporting year.
2. **Ridership** – Actual or estimated number of rides (as measured by one-way trips) provided annually for individuals with disabilities and seniors on Section 5310-supported vehicles and services as a result of traditional Section 5310 projects implemented in the current reporting year.

For Other Section 5310 Projects

1. **Increases or enhancements** related to geographic coverage, service quality, and/or service times that impact availability of transportation services for seniors and individuals with disabilities as a result of other Section 5310 projects implemented in the current reporting year.
2. **Additions or changes** to physical infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services for seniors and individuals with disabilities as a result of other Section 5310 projects implemented in the current reporting year.
3. **Actual or estimated number of rides** (as measured by one-way trips) provided for seniors and individuals with disabilities as a result of other Section 5310 projects implemented in the current reporting year.

FTA may ask SANDAG to report on these measures on behalf of each subrecipient active during that federal fiscal year.

Senior Mini-Grant Projects:

SANDAG has developed three performance indicators to monitor and report on the progress of Senior Mini-Grant projects:

1. **Cost Effectiveness** – measured by total cost in dollars per unit of service delivered (unlinked one-way passenger trips for operating)
2. **Cost Efficiency** – measured in operating cost in dollars per vehicle service hour (applicable only to operating projects)

3. **Service Effectiveness** – measured in passenger seat utilization as a percentage of available seats (applicable only to operating projects)

Due to varying project types and service parameters, not all performance indicators are applicable to all projects. Only operating projects are evaluated based on all three of the performance indicators listed above. However, all projects are evaluated based on the cost-effectiveness performance indicator. SANDAG will provide continuing oversight for the grant programs by monitoring the performance of individual projects in addition to the performance of the overall programs.

Results

During the last grant application cycle approved by the Board of Directors on March 22, 2019, 62 projects were submitted to SANDAG for Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 funding. Of the submitted projects, 42 were awarded full funding and 4 were awarded partial funding. A total of 21 applications were submitted for *TransNet* Senior Mini-Grant funds. Of the submitted projects, 10 were awarded full funding and 1 was awarded partial funding.



Through the Senior Mini-Grant program, specialized transportation operating projects collectively provided 496,695 one-way passenger trips in FY 2019 at a cost per trip of \$6.19. Through the Section 5310 program, specialized transportation operating projects collectively provided 313,552 one-way passenger trips in FY 2019 at a cost per trip of \$4.35.

► Specialized Transportation Project Monitoring and Reporting

With the responsibility of administering the local and federal specialized transportation programs, SANDAG has developed a consolidated approach to monitoring the projects funded through these programs. This monitoring program is specifically laid out in the Program Management Plan, which is available on the SANDAG website at sandag.org/PMP. SANDAG developed a Monitoring Checklist that assesses the project's compliance with the terms of the grant agreement, including federal requirements. As part of the Monitoring Checklist, SANDAG measures that grantee's progress towards project delivery by measuring the cost per one-way passenger trip (or other measurable unit of service) and comparing it with the cost per unit of service originally proposed by the grantee in their application. The Monitoring Checklist is completed during site visits, which are performed at regular intervals. SANDAG also monitors projects on an ongoing basis through progress reports that are submitted with each invoice packet.

SANDAG reports on the performance of its grant projects and grant programs to the Transportation Committee and Independent Taxpayers Oversight Committee quarterly and to the Social Services Transportation Advisory Council biannually. These performance reports are available on the Specialized Transportation Grant Program web page, located at sandag.org/stgp.

▶ CTSA Objectives

The major initiative of SANDAG to improve transportation coordination among social service transportation providers has been the creation and funding of the CTSA. In 2006, SANDAG designated FACT to be the CTSA for San Diego County. SANDAG and FACT recently updated the language of the agreement between the two agencies to reflect recommendations from the most recent TDA performance audit. Most notably, the recommendations were to add performance measures that would be reported and tracked annually.

The role of the CTSA is to promote the consolidation of specialized transportation through functions identified in the Social Service Transportation Improvement Act such as centralized dispatching, combined purchasing of necessary equipment and supplies, centralized maintenance, centralized administration to eliminate duplicative administrative tasks, and consolidation of existing sources of funding. This consolidation can result in more efficient and cost-effective use of resources throughout the region.

The core mission of FACT is to assist San Diego County residents with barriers to mobility to achieve independence through coordination of transportation services.

The following Scope of Work was set by SANDAG to develop and encourage coordinated transportation.

Core Functions:

1. Provide comprehensive information and referral assistance on transportation for seniors, persons with disabilities, and other transportation disadvantaged populations.
2. Maintain an active (minimum four meetings per year) advisory council for the CTSA that can serve as a forum for local health and social service transportation agencies to coordinate and disseminate specialized transportation information inclusive of, but not limited to:
 - Legislative updates
 - Alternate transportation options
 - Funding opportunities
 - Service gaps
 - CTSA policies and procedures
3. Maintain a public webpage that hosts a comprehensive and up to date database of specialized transportation providers, including options for seniors and persons with disabilities. The database is to be used for information and referral assistance as well as to be provided to SANDAG for use in specialized transportation planning.
4. Identify and pursue longer-term funding sources to leverage and support CTSA-related activities.

The CTSA is also required to complete the following administrative tasks:

- ▶ Submit an annual certified fiscal audit to SANDAG and the State Controller within 180 days after the end of the fiscal year, pursuant to the Public Utilities Code 99245 and the SANDAG TDA claim procedures.
- ▶ Submit an annual report of its operations, consistent with the Uniform System of Accounts, to SANDAG and the State Controller within 90 days after the end of the fiscal year as required by state law and the SANDAG TDA claim procedures.
- ▶ Submit electronic quarterly operating statistics consistent with the regional reporting system if CTSA provides service directly.
- ▶ Develop and annually update a strategic business plan, work plan and budget, and provide three hard copies and one electronic copy of the plan to SANDAG prior to the beginning of each fiscal year. The strategic business plan must clearly delineate Core Functions from Other Functions and FACT activities, and also must provide a summary of accomplishments funded by the prior year's TDA claim.
- ▶ Ensure that elected officials from municipal or county positions in San Diego County hold at least two seats on the FACT Board of Directors. This will be in addition to one director who is a sitting member of the SANDAG Transportation Committee and is appointed to this position by the Chair of the SANDAG Board of Directors. Additionally, the CTSA shall ensure that local elected officials are involved to the maximum extent possible in the development of the CTSA action plans and other local plans necessary to fulfill the coordination provisions of the California Social Service Transportation Improvement Act, and to provide for the successful implementation of consolidated transportation services. The CTSA shall ensure that the makeup of the FACT Board of Directors demonstrates countywide geographic and stakeholder representation.

Other Functions:

Should the CTSA meet its obligations under the Core Functions listed above, additional services may be provided and reimbursed with TDA funds upon prior approval from the SANDAG project manager. The CTSA and the SANDAG project manager shall work together to determine which additional functions shall be completed that will meet the needs of both SANDAG and the CTSA within available funding limitations. Other Functions within the scope of CTSA services that the CTSA could perform with prior approval from SANDAG include but are not limited to the following:

- ▶ Fulfill the intent of Section 15951 of the Government Code (Social Service Transportation Act) through the following actions:
 - Facilitate combined purchasing to achieve cost savings among providers of social service transportation, develop a portfolio of transportation providers (brokerage) who have agreed to provide rides at reduced rates, and provide transportation using the brokerage.
 - Provide consolidated driver training for social service transportation providers.

- Provide centralized dispatch of vehicles for social service transportation providers so that the most efficient use of vehicles can be achieved.
 - Provide centralized maintenance of vehicles so that adequate and routine vehicle maintenance can be achieved at lowest cost to social service transportation providers.
 - Provide centralized administration of various social service transportation programs so that elimination of numerous duplicative and costly administrative organizations can occur.
 - Identify and consolidate all existing sources of funding for social service transportation to provide a more effective and cost-efficient use of scarce resource dollars.
 - Ensure that local elected officials from San Diego County or San Diego area municipalities are involved in development of local actions necessary for the success of CTSA.
- ▶ Participate on any Technical Advisory Committee established by SANDAG to oversee the development of a Coordinated Public Transit-Human Services Transportation Plan required by the FTA in order to access specialized transportation grants.

Performance Evaluation

The CTSA will be evaluated on the performance over the prior fiscal year of the following Core Functions during the TDA claims process and progress toward meeting the performance measures will be reported to the SANDAG Transportation Committee. CTSA shall submit quarterly progress reports summarizing progress made toward implementation of the Core Functions.

1. Provide information and referral services.

Data	Performance Measures
Number of referrals	100% referrals number reported (by agency)

2. Facilitate at least four Council on Access and Mobility (CAM) meetings annually.

Data	Performance Measures
Manage CAM meetings and agendas	At least 4 CAM meetings held annually
CAM meeting agendas	Report agenda and attendance from each CAM meeting
One technical training workshop per year, and six training/education items on CAM agenda	Report all training items

- Maintain a public webpage that hosts a comprehensive and up to date database of specialized transportation providers, including options for seniors and persons with disabilities.

Data	Performance Measures
Number of web hits to FACT website	100% documentation of web hits
Number of web hits for "Find a Ride" page	100% documentation of web hits
Number of providers in the database	Maintain contact with 100% of the agencies in the database each year

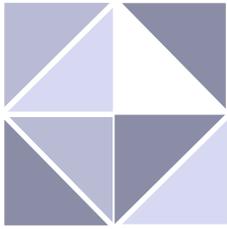
- Increase/leverage available funding for senior/disabled transportation in the San Diego Region.

Data	Performance Measures
List of identified sources of funding	Update funding inventory at least annually
Number of applications to SANDAG, DOT and other funding sources	Provide list of annual applications submitted and dollar amount of successful applications

The Coordinated Plan

Chapter 9 Implementation





CHAPTER 9: IMPLEMENTATION

Implementation of transportation services based on this plan largely will be the responsibility of the transit operators, health and human social service agencies, the Consolidated Transportation Services Agency (CTSA), and other public agencies (e.g., cities and tribes).

The SANDAG Mission Statement reads:

The 18 cities and county government are SANDAG, the San Diego Association of Governments. This public agency serves as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transportation, and provides information on a broad range of topics pertinent to the region's quality of life.

SANDAG serves as a conduit for federal, state, and local funding of existing and future services recommended in this plan. SANDAG also develops the long-range transit plan through San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP); develops operating plans for regional services identified in the *TransNet* Extension Ordinance; and implements projects identified in the *TransNet* Extension Ordinance. SANDAG also plays a role in developing and promoting various alternative transportation modes (e.g., iCommute programs) and enhancing transportation information made available to the San Diego region (e.g., 511).

Chapter 9 includes the following sections:

- 9.1 Program Management Plan and Competitive Process**
- 9.2 FY 2020 Regional Service Implementation Plan**
- 9.3 Looking Ahead**
- 9.4 Post Implementation Monitoring**
- 9.5 Unforeseen Events**

9.1 Program Management Plan and Competitive Process

The last federal surface transportation authorization, Fixing America’s Surface Transportation (FAST) Act, further developed the program framework and reforms that originated in its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act, signed by the president in 2015, continued the performance-based approach for its programs and policies. These continued approaches folded in various specialized transportation programs once eligible under MAP-21 into the Enhanced Mobility of Seniors and Individuals with Disabilities – Section 5310 program we have today.

As mentioned in Chapter 7, SANDAG was authorized by the governor of the State of California to be the designated recipient of the MAP-21 Section 5310 funds for the San Diego region. This authorization continued under the FAST Act and is still true of SANDAG today. As the designated recipient of these federal funds, SANDAG is required to comply with regulations outlined in the FAST Act as well as other federal guidance, such as the FTA Circular.

The FTA Circular requires direct recipients to not only oversee the implementation of projects developed and prioritized in the Coordinated Plan, but also to maintain a Program Management Plan and hold a competitive selection process for the distribution of the funds to subrecipients.

► Purpose of the Program Management Plan

Federal guidance for Section 5310 (FTA Circular [C] 9070.1G) requires that SANDAG develop a Program Management Plan (PMP) to facilitate grant management and Federal Transit Administration (FTA) oversight over the program. The PMP can be downloaded at sandag.org/pmp. This PMP is designed to ensure that all applicable SANDAG policies and federal, state, and local statutes and regulations are fulfilled. Specifically, the purpose of this PMP is to fulfill several functions:

1. **Provide program guidance** to local project applicants and subrecipients of funds
2. **Provide public information** on SANDAG administration of the program
3. **Serve as the basis for the FTA to perform management reviews** of SANDAG administration of the program

The intent of this plan is to ensure that the maximum possible benefit is enjoyed by the community through a fair and equitable distribution of available funds and the effective administration and monitoring of the specialized transportation grant programs.

The rural competitive process for Section 5310 is run by Caltrans on a statewide basis; however, all rural projects selected by Caltrans in the rural areas of San Diego County must be derived from the Coordinated Plan prepared by SANDAG.

► Competitive Process

SANDAG, as the designated recipient, assumes the responsibility for the administration of Section 5310 programs for the census-defined San Diego urbanized areas. The specific tasks required by the FTA for this designation are:

- **Conducting an area-wide competitive selection process**
- **Certifying fair and equitable distribution of funds resulting from the competitive process**
- **Certifying that each project selected for funding was derived from the Coordinated Plan**
- **Certifying that the Coordinated Plan was developed through a process that included representatives of public, private, and nonprofit transportation and human service providers, as well as participation by the public**

SANDAG is responsible for reporting information on subrecipient awards to the Federal Funding Accountability and Transparency Act Subaward Reporting System. SANDAG must report the information of each subaward by the end of the month following the month SANDAG executes a grant agreement with the subrecipient.

As the transportation authority collecting *TransNet* revenues, SANDAG is responsible for administering all elements of the *TransNet* program, including the Senior Mini-Grant program. This includes developing program requirements and selection criteria, determining applicant eligibility, notifying eligible applicants of the availability of funds, and selecting projects for funding.

9.2 FY 2020 Regional Service Implementation Plan

SANDAG includes the Regional Service Implementation Plan (RSIP) as part of this Coordinated Plan to ensure that any transit service changes are consistent with regional objectives. Each year, Metropolitan Transit System (MTS) and North County Transit District (NCTD) are required to submit a Service Implementation Plan (SIP) to SANDAG in advance of the budget approval process. The SIPs list the operational changes each transit operator implemented or plans to implement in order to balance proposed fiscal year budgets. A discussion is included in these plans regarding the service changes and their impacts on existing service gaps and deficiencies based on the goals and objectives from the Coordinated Plan. Both MTS and NCTD provided updated SIPs, which can be found in Appendix E.

Additionally, it is recognized that the CTSA for the San Diego region also plays a role in regional service implementation, since the CTSA's mission is to provide access and mobility in the region by coordinating existing resources and developing alternative transportation models. The inclusion of the CTSA in implementation discussions is appropriate given that transit service reductions have created gaps in service coverage that have, in turn, created challenges for the provision of specialized transportation in those areas.

► RSIP Development

After receiving the transit operator SIPs, SANDAG is responsible for developing the RSIP to evaluate operational changes. Additional services can include those designed by the operators (MTS or NCTD) and/or by SANDAG. The RSIP includes two sections:

- **Service changes (reductions, restructuring, enhancements, or additions)**
- **Identification of future services and needs to address regional priorities**

► Service Changes

Transit operations for both MTS and NCTD have been constrained throughout 2019 and 2020 due to a period of recent downward trends in ridership, revenue, and productivity. This trend is not unique to the San Diego region. A report released by the Southern California Association of Governments in January 2018, entitled [Falling Transit Ridership: California and Southern California](#), notes that transit ridership has fallen consistently across the nation in recent years. According to the report, the largest cause of this decline is due to increased private vehicle use with lower fuel prices, Transportation Network Companies, and gentrification playing a contributing role.

The transit operators have worked proactively to mitigate these trends. MTS implemented its Transit Optimization Plan, with significant service changes taking place in 2018. NCTD also implemented significant service changes in October 2017 to increase productivity. Both agencies also looked to increase ridership and revenue by updating the regional fare ordinance and reinvesting resources from underutilized services into more productive areas and routes with high demand. By the end of 2019, ridership had begun to increase on the MTS *Rapid* bus and Trolley routes. However, the outbreak of the COVID-19 pandemic in early 2020 resulted in a sharp decline in ridership after the State of California issued Executive Order N-33-20 on March 19, 2020, ordering Californians to stay home or at their place of residence, except for permitted work, local shopping, or other permitted errands, or as otherwise authorized. Both MTS and NCTD were forced to implement unplanned service changes in March and April 2020. Despite the challenges faced throughout the transit industry, the operators in the San Diego region are actively working to maintain their productivity measures.

While the RSIP ideally focuses on the evaluation of new services and programs for regional consistency and need, the converse also is true. The RSIP must ensure that service reductions and restructuring are consistent with regional goals and objectives. Table 9.1 and Table 9.2 include the service changes undertaken by MTS and NCTD in FY 2020, including service changes undertaken in spring 2020 as a result of the COVID-19 pandemic.



Table 9.1 – MTS Service Changes (FY 2020)

Route	MTS Service Change	Date of Service Change
1	<ul style="list-style-type: none"> • Minor schedule changes. 	9/2019
2	<ul style="list-style-type: none"> • Many stopes in North Park and South Park are being consolidated or removed to reduce travel times for Route 2 riders. Informational signs are posted at affected bus stops. 	1/2020
3	<ul style="list-style-type: none"> • Minor schedule changes. • The Horton Plaza stop on 4th Avenue and Broadway will be closed approximately 18 months due to construction. Please use stops at B Street or G Street. 	9/2019 1/2020
6	<ul style="list-style-type: none"> • Minor schedule adjustments. 	6/2019
7	<ul style="list-style-type: none"> • Weekday short line trips do not run during summer. • Minor schedule changes. 	6/2019 9/2019
8	<ul style="list-style-type: none"> • Increased service to the beach! Also, other schedule adjustments. • Seasonal reduction in frequency to 20 minutes Monday-Saturday, 30 minutes on Sundays. 	6/2019 9/2019
9	<ul style="list-style-type: none"> • Increased service to the beach! Also, other schedule adjustments. • Seasonal reduction in frequency to 20 minutes Monday-Saturday, 30 minutes on Sundays. 	6/2019 9/2019
11	<ul style="list-style-type: none"> • The Route 11 terminal in Downtown will be temporarily relocated from 1st Avenue and G Street to 1st Avenue and Broadway due to Federal Building construction. There will be no Route 11 service south of Broadway for approximately 14 months. 	1/2020
14	<ul style="list-style-type: none"> • Major schedule adjustments to improve SDSU connections. 	6/2019
20	<ul style="list-style-type: none"> • Minor schedule changes on all days. 	9/2019
25	<ul style="list-style-type: none"> • Schedule adjustments. 	1/2020
27	<ul style="list-style-type: none"> • Minor schedule changes on all days. 	9/2019
28	<ul style="list-style-type: none"> • Minor schedule adjustments. 	6/2019
30	<ul style="list-style-type: none"> • Seasonal adjustments. • Seasonal weekend schedule adjustments. • Schedule adjustments. 	6/2019 9/2019 1/2020
35	<ul style="list-style-type: none"> • Minor schedule changes. 	9/2019

Route	MTS Service Change	Date of Service Change
41	<ul style="list-style-type: none"> • Weekday extra tripper service is suspended during summer. 	6/2019
44	<ul style="list-style-type: none"> • Weekday extra tripper service is suspended during summer. 	6/2019
105	<ul style="list-style-type: none"> • Minor schedule adjustments. 	6/2019
110	<ul style="list-style-type: none"> • Minor schedule changes. 	9/2019
120	<ul style="list-style-type: none"> • The Route 120 terminal in Downtown will be temporarily relocated from 4th Avenue and Broadway to 4th Avenue and B Street for approximately 18 months due to Horton Plaza construction. 	1/2020
150	<ul style="list-style-type: none"> • Southbound Route 150 (towards Old Town and Downtown) will no longer enter into the VA Medical Center (VAMC). Riders travelling from the VAMC towards Downtown can board Route 150 at the new stop adjacent to the VAMC on northbound Villa La Jolla Drive. Northbound Route 150 trips (towards UTC) will continue to circulate through the VAMC Driveway. An earlier northbound morning trip is added on Saturdays from Old Town. Other schedule adjustments. 	6/2019
<i>Rapid 201/202</i>	<ul style="list-style-type: none"> • Note that extra service provided on UCSD school days does not operate during summer months. • Schedule adjustments. 	6/2019 1/2020
<i>Rapid 215</i>	<ul style="list-style-type: none"> • Schedule adjustments. 	1/2020
<i>Rapid 225</i>	<ul style="list-style-type: none"> • Minor schedule adjustments. • New <i>Rapid</i> stops in East Village serve riders on the eastern side of Downtown San Diego. The new outbound stop is located on G Street at 14th Street, and the complementary inbound stop is on F Street at 14th Street. 	6/2019 1/2020
<i>Rapid 235</i>	<ul style="list-style-type: none"> • New <i>Rapid</i> stops in East Village serve riders on the eastern side of Downtown San Diego. The new outbound stop is located on G Street at 14th Street, and the complementary inbound stop is on F Street at 14th Street. 	1/2020
704	<ul style="list-style-type: none"> • Minor schedule adjustments. 	6/2019
705	<ul style="list-style-type: none"> • Minor schedule adjustments. 	6/2019
709	<ul style="list-style-type: none"> • Route 709L trips do not run during summer. 	6/2019
712	<ul style="list-style-type: none"> • Route 712L trips do not run during summer. 	6/2019
815	<ul style="list-style-type: none"> • An earlier westbound morning trip is added on weekdays, and other minor schedule adjustments. 	6/2019
838	<ul style="list-style-type: none"> • Schedule adjustments. 	1/2020
848	<ul style="list-style-type: none"> • An earlier southbound morning trip is added on Saturdays, and other minor schedule adjustments. 	6/2019
852	<ul style="list-style-type: none"> • Minor schedule adjustments and reduced early and late service due to low ridership. 	6/2019

Route	MTS Service Change	Date of Service Change
854	<ul style="list-style-type: none"> Route 854X trips do not run during summer. 	6/2019
874	<ul style="list-style-type: none"> Minor schedule changes. 	9/2019
875	<ul style="list-style-type: none"> Minor schedule changes. 	9/2019
901	<ul style="list-style-type: none"> Sunday routing in Nestor is changed to follow the regular Monday-Saturday routing via Coronado Avenue. (Service to Hollister Street, Tocayo Avenue, and Iris Avenue remains on Route 933/934.). Other schedule adjustments. 	6/2019
904	<ul style="list-style-type: none"> Added service and no fare for summer, beginning Friday, May 24! As Coronado's "Free Summer Shuttle", Route 904 frequency increases to every 15 minutes 7 days/week, with later evening service on Fridays and Saturdays. Additional service and free fares sponsored by the City of Coronado. 	6/2019
	<ul style="list-style-type: none"> Extra summer service and free fares continue through Labor Day (Monday, September 2). Regular fares and hourly schedule resume on Tuesday, September 3. 	9/2019
905	<ul style="list-style-type: none"> Weekday afternoon schedule adjustments. 	9/2019
	<ul style="list-style-type: none"> Added weekday morning and afternoon trips between Iris Avenue Transit Center and Caliente Avenue. 	1/2020
906/907	<ul style="list-style-type: none"> Route 907 will no longer enter the Virginia Avenue Transit Center; riders can board Route 907 at the eastbound stop on Camino de la Plaza at Virginia Avenue. 	6/2019
909	<ul style="list-style-type: none"> Minor schedule adjustments. 	6/2019
	<ul style="list-style-type: none"> Schedule adjustments. 	1/2020
921/921A	<ul style="list-style-type: none"> Minor weekday morning schedule adjustments to improve connections at Miramar College. Route 921A weekend routing change at UC San Diego to follow a one-way loop via Gilman Drive and La Jolla Village Drive 	6/2019
	<ul style="list-style-type: none"> Weekend schedule adjustments. 	1/2020
923	<ul style="list-style-type: none"> Minor schedule changes including adjustments to improve morning connections with Route 35. 	6/2019
929	<ul style="list-style-type: none"> Minor schedule changes on all days. 	9/2019
932	<ul style="list-style-type: none"> Minor schedule changes on all days. 	9/2019
933/934	<ul style="list-style-type: none"> Minor schedule changes and an increase in early morning and late evening service on Sundays. 	6/2019
944	<ul style="list-style-type: none"> Morning schedule adjustments. 	1/2020
945A	<ul style="list-style-type: none"> Schedule adjustments. 	1/2020
955	<ul style="list-style-type: none"> Minor schedule adjustments. 	6/2019
962	<ul style="list-style-type: none"> Minor schedule changes on all days. 	9/2019
963	<ul style="list-style-type: none"> Minor schedule changes on all days. 	9/2019

Route	MTS Service Change	Date of Service Change
974	<ul style="list-style-type: none"> New Sorrento Valley COASTER Connection route replaces the UCSD-provided service that connects the Sorrento Valley Coaster Station with the Gilman Transit Center on the UCSD Campus. Route 974 will operate during weekday peak periods only. 	1/2020
Orange Line	<ul style="list-style-type: none"> New westbound trips added on weekdays in the mid-morning. 	6/2019
SDG&E Silver Line	<ul style="list-style-type: none"> Friday evening service is discontinued and weekend service has major schedule changes. 	1/2020
Sycuan Green Line	<ul style="list-style-type: none"> Minor reductions in early morning outbound trips. 	6/2019
UCSD Blue Line	<ul style="list-style-type: none"> New trips added on weekdays in the early morning and mid-afternoon. ADDED SERVICE! The UC San Diego Blue Line will have a significant service increase, with weekday service to operate every 7-8 minutes until 6:30 p.m. Frequency on all evenings and on Sunday mornings will be increased from every 30 minutes to every 15 minutes. 	1/2020
Service Changes due to COVID-19 Pandemic (through April 2020)		
Trolley Services	<ul style="list-style-type: none"> Increases implemented in January 2020 were temporarily suspended, reverting to the schedules in effect in late 2019. 	4/2020
Bus Services	<ul style="list-style-type: none"> Saturday frequencies were used as the starting point to establish the temporary, emergency service frequency. Some routes were adjusted from this, based on anticipated maximum loads, to ensure sufficient capacity for distancing on board. 	4/2020
Bus Services	<ul style="list-style-type: none"> Spans-of-service were extended to cover most of the weekday span-of-service for most routes. 	4/2020
Bus Services	<ul style="list-style-type: none"> Routes that do not operate on Saturdays (weekday-only routes) continue to operate with their regular weekday span and frequency. (These are typically lower volume routes that operate low 30- or 60-minute frequencies.) 	4/2020
Bus Services	<ul style="list-style-type: none"> No reductions or other changes to Rural routes, which operate a minimal lifeline level of service 	4/2020
Bus Services	<ul style="list-style-type: none"> <i>Rapid Express</i> commuter routes were reduced to just five daily round trips, due to a loss of 87% of their ridership between February and mid-April. 	4/2020
Bus Services	<ul style="list-style-type: none"> Services that primarily exist for extra capacity due to school and college demand were curtailed earlier, as those facilities shut down in mid-March. 	4/2020

Table 9.2 – NCTD Service Changes (FY 2020)

Route	NCTD Service Changes	Date of Service Change
101	<ul style="list-style-type: none"> • Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
302	<ul style="list-style-type: none"> • Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
	<ul style="list-style-type: none"> • The 302 timepoint on South Coast Highway at Oceanside Boulevard has been removed. 302 will continue to service the stops at the former timepoint. 	10/2019
303	<ul style="list-style-type: none"> • Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
304	<ul style="list-style-type: none"> • Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
305	<ul style="list-style-type: none"> • Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
306	<ul style="list-style-type: none"> • Weekday minor schedule adjustments to improve performance and connections between routes 	10/2019
	<ul style="list-style-type: none"> • The 306 timepoint near Fallbrook High School has been moved from the intersection on South Mission Road at Winterhaven Road to the stops near Sterling Bridge and Air Park Rd. 306 will continue to service the stops at the former timepoint. 	10/2019
308	<ul style="list-style-type: none"> • Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
309	<ul style="list-style-type: none"> • Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
313	<ul style="list-style-type: none"> • Weekday minor schedule adjustments to improve performance and connections between routes 	10/2019
315	<ul style="list-style-type: none"> • Weekday and weekend minor schedule adjustments to improve on-time performance and connections with other services 	10/2019
318	<ul style="list-style-type: none"> • Weekday minor schedule adjustments to improve performance and connections between routes 	10/2019
323	<ul style="list-style-type: none"> • Weekday minor schedule adjustments to improve performance and connections between routes 	10/2019
325	<ul style="list-style-type: none"> • Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
332	<ul style="list-style-type: none"> • Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
334	<ul style="list-style-type: none"> • Weekday minor schedule adjustments to improve performance and connections between routes 	10/2019
	<ul style="list-style-type: none"> • The 334 timepoint at East Vista Way Drive at Townsite has been moved to Vale Terrace Drive at Williamston Street (adjacent to the Vista Community Clinic) and the timepoint at Brengle Terrace Park has been removed. 334 will still service the stops at the former timepoints. 	10/2019

Route	NCTD Service Changes	Date of Service Change
347	<ul style="list-style-type: none"> Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
350	<ul style="list-style-type: none"> Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
351/352	<ul style="list-style-type: none"> Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
353	<ul style="list-style-type: none"> Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
355/357	<ul style="list-style-type: none"> Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
356	<ul style="list-style-type: none"> Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
358/359	<ul style="list-style-type: none"> Weekday minor schedule adjustments to improve performance and connections between routes 	10/2019
371	<ul style="list-style-type: none"> An additional trip has been added to FLEX 371 westbound in the evening. 	10/2019
388	<ul style="list-style-type: none"> Weekday and weekend minor schedule adjustments to improve performance and connections between routes 	10/2019
COASTER	<ul style="list-style-type: none"> To help facilitate large scale rail construction projects, rail traffic between Oceanside and San Diego will be annulled on the following dates (subject to change): October 19-20; October 26-27; February 1-2; February 22-23; March 7-8; SPRINTER and MTS Trolley services are not affected by these closures. 	10/2019
	<ul style="list-style-type: none"> Minor alterations to some current trips. Removal of COASTER 699 (Padres train) as well as COASTERS 664, 671, 672, 675, 688, 689, 696, and 697 for the Fall/Winter schedule. 	10/2019
Service Changes due to COVID-19 Pandemic (through April 2020)		
COASTER	<ul style="list-style-type: none"> All weekend and Some Weekday COASTER Trains suspended (as of 3/23/20). 	3/2020
BREEZE	<ul style="list-style-type: none"> Route 388 – Casino Closures 	4/2020
BREEZE	<ul style="list-style-type: none"> Route 347 Eastbound – San Marcos Creek Project 	4/2020
BREEZE	<ul style="list-style-type: none"> Routes 303, 305, 308, 309, 311, 323, 350, 354, and 445 – School Tripper Bus Service Halted During School Closures 	4/2020
BREEZE	<ul style="list-style-type: none"> Routes 351, 352, and 354 – Temporary Bus Stop Closures: Midway Drive 	4/2020
BREEZE	<ul style="list-style-type: none"> Route 332 – Temporary Bus Stop Closure: Vista Courthouse 	4/2020
BREEZE	<ul style="list-style-type: none"> Routes 355 and 357 – El Norte Parkway Improvement Project 	4/2020
BREEZE	<ul style="list-style-type: none"> Route 353 – Palomar Health Medical Center Construction 	4/2020
BREEZE	<ul style="list-style-type: none"> Route 302 – Vista Way at Emerald Drive 	4/2020

► Regional Service Changes

Beyond necessary service cuts or restructuring activities, the RSIP also includes a list of service enhancements or additions planned for the five-year Coordinated Plan implementation period (FYs 2020 to 2025).

SANDAG currently is developing several key transit projects that will be implemented over the next five years. The budget worksheets for these projects can be found in the SANDAG 2020 Program Budget, which is located at [sandag.org/budget](https://www.sandag.org/budget) unless otherwise noted.

A description of the transit projects planned for implementation is provided below.

Mid-Coast Corridor Light Rail Project

The Mid-Coast Corridor Light Rail Project will extend light rail transit service from the Old Town Transit Center (OTTC) to the University City community of San Diego. The extension will link major destinations, including the Westfield UTC shopping mall and UC San Diego, with OTTC and Downtown San Diego.



Adopted by the SANDAG Board of Directors in November 2013, the Mid-Coast Project is an 11-mile extension to the existing San Diego Trolley Line. It begins just north of the OTTC and travels in existing railroad right-of-way and alongside Interstate 5 to serve UC San Diego and UTC. Between OTTC and State Route 52, stations are proposed at Tecolote Road, Clairemont Drive, and Balboa Avenue. Within the University City area, stations are proposed at Nobel Drive, the Veterans Administration Medical Center, UC San Diego west campus, UC San Diego east campus, Executive Drive, and the new UTC Transit Center.

Pre-construction activities – consisting of the relocation of utilities out of the project alignment – began in early 2016, and primary construction activities began in October 2016. Construction reached its halfway point in spring 2019 and remains on schedule. In FY 2019 MTS initiated a Feeder Bus Study for the Mid-Coast Light Rail Extension to University City, which will result in changes to the various routes serving the new stations. Mid-Coast trolley and revised bus service is anticipated to begin in late 2021.

Bus Stop Upgrades and Reconfiguration of the Old Town Transit Center

Built in 1996, the Old Town Transit Center is in need of modernizing and rehabilitation. MTS has completed the design on a project to upgrade the west side with improved bus bays and capacities, new passenger boarding areas, and updated amenities, signage, and pavement. It is working with Mid-Coast Transit Constructors, which will build the improvements in parallel with the Mid-Coast corridor light rail extension. The capital budget for the OTTC reconfiguration is included in MTS's FY 2020 Proposed Budget, which can be viewed at sdmts.com/sites/default/files/attachments/budget_book_-_final.pdf.

Downtown Bus Stopover and Multiuse Facility

SANDAG, in partnership with MTS, is developing a stopover facility that would provide an off-street location in Downtown San Diego where buses can be parked for short periods between runs. In conjunction with the stopover, the facility also could potentially provide other residential, office, and retail needs as part of a mixed-use development project. More information on the project can be found at sandag.org/buspark.

New COASTER Locomotives and Completion of Rail Projects

In FY 2021, NCTD will begin the deployment of new locomotives on the COASTER, along with and the completion of rail projects in the corridor, which will allow for additional eight weekday trips with a frequency of 45-minutes during the peak and 90 minutes in the off -peak. The planned purchase of expansion train sets will allow for 12 more weekday trips, allowing NCTD to achieve 30-minute peak and 60 off-peak frequencies by October 2023.

Iris *Rapid* Planning and Design

This project will introduce *Rapid* service connecting Otay Mesa and Imperial Beach with the UC San Diego Blue Line Trolley at the Iris Avenue Transit Center. Its development is being funded largely by a Transit and Intercity Rail Capital Program grant, which will also require that the service use battery electric articulated buses, a first for the San Diego region.

Zero-Emission Bus Pilot

MTS received six battery-electric buses in 2019 and two more are expected in mid-2020. These buses are operating a pilot study that will review how well the buses perform on a wide variety of MTS bus routes. The results will help inform MTS on how best to specify, deploy, operate, and "fuel" (charge) a future electric fleet as mandated by the California Air Resources Board's Zero Emission Bus Rule.

► Identification of Future Services and Needs

The RSIP also includes a discussion of the plan to develop new services in the future should additional funding become available. At such a time, proposals for new services will be prioritized and recommended for funding consideration based on the performance measures included in Chapter 8. The need for those services is generally identified by the individual transit operators in their service implementation plans, as well as by SANDAG through the Coordinated Plan development process and identification of gaps in transit service (Chapter 5). Table 9.3 summarizes the needs identified by NCTD and MTS. Table 9.4 highlights some of the transit facilities identified as Phased Revenue Constrained Projects in the 2019 Federal RTP.



Table 9.3 – Operator-Identified Service Area Needs

	Route	Day	Description	Urban Zone
FY 2020- FY 2022	MTS Identified Service Area Needs			
	8/9	All	Adjust schedule due to OTTC Reconfiguration	Yes
	10	All	Adjust schedule due to OTTC Reconfiguration	Yes
	28	All	Adjust schedule due to OTTC Reconfiguration	Yes
	30	All	Adjust schedule due to OTTC Reconfiguration	Yes
	44	All	Adjust schedule due to OTTC Reconfiguration	Yes
	83	All	Adjust schedule due to OTTC Reconfiguration	Yes
	84	All	Adjust schedule due to OTTC Reconfiguration	Yes
	88	All	Adjust schedule due to OTTC Reconfiguration	Yes
	105	All	Adjust schedule due to OTTC Reconfiguration	Yes
	150	All	Adjust schedule due to OTTC Reconfiguration	Yes
	Iris Rapid	All	Rapid service connecting Otay Mesa and Imperial Beach with the UC San Diego Blue Line Trolley at the Iris Avenue Transit Center.	Yes
Mid-Coast Feeder Bus	All	MTS will complete the Feeder Bus Study for the Mid-Coast Light Rail Extension to University City	Yes	
FY 2020- FY 2022	NCTD Identified Service Area Needs			
	COASTER	All	Carlsbad Poinsettia COASTER Station Rideshare Program	N/A
	SPRINTER	All	Cal State University San Marcos (CSUSM) Micromobility Pilot	All

Table 9.4 – Identified Regional Needs

Year Built By	Service	Route	Description	Capital Cost (\$2019); millions	Capital Cost (\$YOE); millions
2025	COASTER	398	Double tracking (20-minute peak frequencies and 120-minute off-peak frequencies)	\$609	\$693
2025	Trolley	510	Mid-Coast Trolley Extension	\$919	\$919
2025	Rapid	2	North Park to Downtown San Diego via 30th Street, Golden Hill	\$54	\$62
2025	Rapid	10	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town	\$57	\$65
2025	Rapid	120	Kearny Mesa to Downtown via Mission Valley	\$127	\$145
2025	Rapid	550	SDSU to Palomar Station via East San Diego, Southeast San Diego, National City	\$112	\$126
2025	Rapid	709	H St Trolley Station to Millennia via H Street Corridor, Southwestern College	\$89	\$101
2025	Rapid	950 (formerly 905)	Extension of Iris Trolley Station to Otay Mesa Port of Entry (POE) route with new service to Imperial Beach	\$3	\$3
2025	Rapid	SR 163 DARs	Kearny Mesa to Downtown via SR 163. Stations at Sharp/Children's Hospital, University Avenue, and Fashion Valley Transit Center	\$204	\$215
2025	Streetcar	554	Hillcrest/Balboa Park/Downtown San Diego Loop	\$39	\$45

Year Built By	Service	Route	Description	Capital Cost (\$2019); millions	Capital Cost (\$YOE); millions
2020	Shuttle	448/449	San Marcos Shuttle	\$0	\$0
2020	Airport Express		Airport Express Routes	\$71	\$82
2025	Intermodal Transit Center	--	San Diego International Airport Intermodal Transit Center and I-5 Direct Connector Ramps	\$231	\$258
2025	Other	--	Other improvements (vehicles, transit system rehabilitation, maintenance facilities, ITS, regulatory compliance, Park & Ride, transit center expansions)	\$721	\$798
2025	--	--	Local Bus Routes – 15 minutes in key corridors	--	--

9.3 Looking Ahead

SANDAG and the transit operators have continued to evaluate the need for enhanced services based on the knowledge of changing development, demographics, fuel prices, or gaps in service from current service cuts. Additionally, the CTSA is developing ways to serve other passengers in the region in areas outside of the transit coverage area.

MTS developed a COA in 2005, with the full implementation period occurring through FY 2007. MTS will continue to monitor operations consistent with MTS Policy No. 42, which was amended in 2007 to incorporate the vision for MTS services developed in the COA. This includes services that are productive, customer-focused, competitive with other travel options, integrated, and sustainable. MTS began implementing its Transit Optimization Plan in 2018, which resulted in an investment of \$2 million in additional annual operating subsidy, to improve the bus network and grow ridership. The results of this effort will inform planning and budget decisions for the near future. MTS also explored sponsoring a ballot measure for a local sales tax measure that would provide funding specifically for transit in the MTS jurisdiction, however, this effort will be postponed due to the COVID-19 outbreak. The outcome of these items could have a substantial impact on MTS's operating and capital revenues.

NCTD is undertaking the Strategic Multimodal Transit Implementation Plan (SMTIP), which will use performance information along with additional information such as traffic congestion and development patterns to recommend service adjustments or new services to improve transit availability and performance. The SMTIP will include a ten-year service plan that will inform future service changes. NCTD will complete the SMTIP in FY 2021.

SANDAG most recently completed the 2019 Federal RTP, which provides a comprehensive roadmap to guide the region through 2050. Projects that are included in the near term of the transportation component include the planning, construction, and operation of regional transit services through the 2008 extension of the *TransNet* half-cent sales tax measure. This measure will fund future projects, including the South Bay *Rapid*, the Mid-Coast Trolley extension, new transit stations, and the double-tracking of the coastal rail corridor.



SANDAG is developing a bold new vision for transportation in the region – one that will lead to a more sustainable future. New investments in the regional transportation network will provide people with more travel choices, while protecting the environment, creating healthy communities, and stimulating economic growth for the benefit all San Diegans.

In February 2019, the SANDAG Board of Directors approved an action plan that extends the development of a new Regional Plan into late 2021. San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) will embody 5 Big Moves, transformative initiatives that reimagine how people will travel throughout the region.

These 5 Big Moves are:

- ▶ Complete Corridors: The backbone of a complete transportation system that leverages technology, pricing, and connectivity to repurpose how both highways and local roads are used
- ▶ Transit Leap: A complete network of high-capacity, high-speed, and high-frequency transit services that incorporates new transit modes and improves existing services
- ▶ Mobility Hubs: Places of connectivity where a variety of travel options converge to deliver a seamless travel experience
- ▶ Flexible Fleets: On-demand, shared, electric vehicles that connect to transit and travel between Mobility Hubs along the network of Complete Corridors
- ▶ Next OS: An integrated platform that will make all of the strategies work together by connecting users, transportation service providers, and infrastructure to orchestrate more efficient movement of people and goods

Together, these initiatives will create a fully integrated, world-class transportation system. SANDAG is working with stakeholders and the larger public to create the 2021 Regional Plan.

At this time, it is unclear how long the COVID-19 global pandemic and resulting Executive Order to stay at home will be in effect, however, the short-term consequences on the public transportation system have been immediate: on April 6, 2020, MTS announced that it would be reducing bus and Trolley service by 25%, effective April 13, 2020, due to ridership declines as a result of the pandemic. NCTD reduced service on the COASTER, halted school tripper service on the BREEZE bus, and temporarily discontinued service at bus stops to locations, which are closed due to the Executive Order (including bus stops located at casinos and courthouses, for example).

Specialized transportation providers have also shifted their focus to continue to assist the vulnerable populations they serve. Many providers are now providing meal delivery to their clients, instead of transporting them to nutritional programs, for example.

9.4 Post Implementation Monitoring

The Coordinated Plan includes the evaluation of transportation system performance using the performance measures and indicators developed in the original plan. In the future, the document will add more quantitative analysis on a regional basis as more data becomes available on public transit and supplementary transportation providers. New technologies recently have been implemented in transit, including automatic vehicle-location devices, the Compass Card, and automatic passenger-counting devices. These new technologies will increase the amount of data available when future plans are being produced. The timeliness of the data and the accuracy also should be improved. Future plans will address the data priorities and recommend where efforts should be made to improve the flow of information.

Currently, very little data is available on transportation coordination or the specialized transportation system. As SANDAG becomes more involved in funding these services, it is expected that more information will become available on the performance of these systems. The performance data will be fed back into the planning process, and priorities may be adjusted.

9.5 Unforeseen Events

This plan has been prepared based on the best information available and the current guidance and priorities from senior levels of government. Unforeseen events, such as changes in fuel prices, funding formulas, and annual appropriations, could impact local transportation operations. Additionally, the success of future projects or plans, such as the Mid-Coast Trolley Extension in this plan period, have the potential to significantly change the baseline levels of transit ridership and performance in San Diego. In early 2020, the COVID-19 global pandemic had an immediate effect on transportation in the region, with sharp declines in ridership across all modes as the State of California issued an Executive Order requiring residents to stay at home unless accessing essential services. It is unclear at this time how long the pandemic will last, and how it will affect transportation in the region for years to come. However, it is clear that the impact of this event will cause significant changes to this plan over the next five years.



The 2020 Coordinated Plan

Technical Appendix



One Region | One Network | One Plan

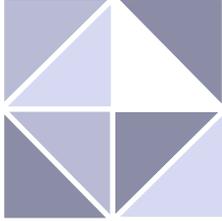
The Regional Short-Range Transit Plan &
Coordinated Public Transit-Human Services
Transportation Plan

SANDAG



Appendix A

Public Involvement



- A.1 Coordinated Plan Legal Notice**
 - A.1.1 Coordinated Plan Legal Notice - English
 - A.1.2 Coordinated Plan Legal Notice - Spanish
- A.2 Public Notices for Coordinated Plan Outreach Series**
 - A.2.1 Asian Journal
 - A.2.2 La Prensa
 - A.2.3 San Diego Union Tribune
- A.3 Interagency Technical Working Group on Tribal Transportation Issues, January 22, 2020, Agenda (2020 Coordinated Plan)**
- A.4 Community-Based Organizations Working Group, February 6, 2020 Agenda (2020 Coordinated Plan)**
- A.5 2020 Coordinated Plan PowerPoint Presentation**
- A.6 2020 Coordinated Plan Outreach Questions**
 - A.6.1 2020 Coordinated Plan Outreach Questions – English
 - A.6.2 2020 Coordinated Plan Outreach Questions – Spanish
- A.7 Outreach Meeting Minutes (January 2020)**
- A.8 2018 Coordinated Plan Outreach Summary**
- A.9 Public Notice for May 15, 2017 SSTAC Public Hearing and May 21, 2018, SSTAC Public Hearing**
 - A.9.1 San Diego Union Tribune, April 11, 2020
 - A.9.2 El Latino, April 17, 2020
 - A.9.3 Public Notice for May 11, 2020, Public Hearing
- A.10 Public Notice for July 17, 2020, Transportation Committee Public Hearing**
 - A.10.1 Asian Journal
 - A.10.2 El Latino
 - A.10.3 San Diego Union Tribune

Share Your Ideas on How to Meet Regional Social Service Transportation Needs

Voice your opinion! Provide your input on ways to improve public transit and specialized transportation options for San Diego County residents and help shape the future of transportation in your community.

The San Diego Association of Governments (SANDAG) will hold two public workshops to gather input on the 2020 Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). You're invited to provide input on ways to improve public transit and specialized transportation options for seniors, low-income, and disabled individuals, and to discuss other issues pertinent to specialized transportation in the San Diego region.

Public Workshops

Wednesday, January 22, 2020 from 10 a.m. to 12 p.m.
SANDAG - 7th Floor Board Room
401 B Street, San Diego 92101

Thursday, January 23, 2020 from 2-4 p.m.
San Marcos Civic Center - Dining Room
3 Civic Center Drive, San Marcos 92069

If you are unable to attend either of the workshops, please call the Coordinated Plan Hotline at (619) 699-1934 to share your ideas and discuss additional outreach opportunities.

For more information, visit: sandag.org/coordinatedplan

In compliance with the Americans with Disabilities Act (ADA), this document is available in alternate formats by contacting the SANDAG ADA Coordinator, the Director of Diversity and Equity, at (619) 699-1900 or (619) 699-1904 (TTY).

Comparta sus ideas sobre cómo satisfacer las necesidades regionales del Servicio Social en el Transporte

¡Expresé su opinión! Proporcione comentarios sobre formas para mejorar las opciones de transporte público y de transporte especializado para residentes del Condado de San Diego y ayude a moldear el futuro del transporte en su comunidad.

La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) llevará a cabo dos talleres públicos para recabar comentarios sobre el Plan Coordinado de Transporte Público/Servicio Social 2020 (Plan Coordinado). Se le invita a compartir sus ideas sobre formas para mejorar las opciones de transporte público y de transporte especializado para personas de la tercera de edad, personas de bajos ingresos o con discapacidades, y conversar sobre otros asuntos relacionados con el transporte especializado en la región de San Diego.

Talleres públicos:

Miércoles, 22 de enero de 2020 a las 10 a.m. - 12 p.m.
SANDAG, 7th Floor Board Room
401 B Street, San Diego 92101

Jueves, 23 de enero de 2020 a las 2-4 p.m.
San Marcos Civic Center, Comedor
3 Civic Center Drive, San Marcos 92069

Si no puede asistir a ninguno de los talleres, llame a la línea directa del Plan Coordinado al (619) 699-1934 para compartir sus ideas y obtener información sobre otras oportunidades de difusión comunitaria.

Para más información, visite: sandag.org/coordinatedplan

En cumplimiento con la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), usted puede solicitar este documento en formatos alternos, contactando al Coordinador de ADA de SANDAG, Director de Diversidad y Equidad, al (619) 699-1900 o (619) 699-1904 (TTY).



MICRO PURCHASE JUSTIFICATION FORM

Complete this form PRIOR to making your Micro Purchase order and submit to SANDAG Credit Card holder if applicable (or attach the invoice to this form with Request for Payment form to Finance/Accounts Payable).

Do Not Use this form for: Construction or A&E; staff local travel or training, memberships or licenses, seminars, staff reimbursement, or utilities. Check with a Contracts Analyst for any questions.

Vendor: Asian Journal
Procurement Amount: \$ 114.00
CIP/OWP & Cost Code: 3320100
Project Manager: Samantha Rufus on behalf of Lisa Madsen
Procurement Title: Legal Notice - 2020 Coordinated Plan

Notice: If your procurement includes any vendor Terms & Conditions, or exceeds a value of \$3,500, consult with the Contracts & Procurement Department.

THE FOLLOWING MUST BE ANSWERED AFFIRMATIVELY
By marking the boxes below you are affirming that the following statements are true.
[] In choosing this vendor, I considered the need to equitably distribute similar purchases among qualified suppliers.
[] The utilization of a micro purchase procurement is not due to the reduction or splitting of a procurement to comply within the micro purchase limit.

THE FOLLOWING MUST BE ANSWERED AFFIRMATIVELY
By marking the boxes below you are affirming that the following statements are true.
[] Historical information on previous purchase(s).
[] Found reasonable on recent purchase.
[] Found competitive pricing on the internet.
[] Personal knowledge of item purchased.
[] Regulated rate (utility).
[] Sales price from commercially available item.
[] Obtained pricing from current catalog/price list which was competitively procured.
[] Other (explain to the right). Explanation:

Approval Signature

By signing below, I have determined the price of this micro purchase to be fair and reasonable.

Project Manager

Date

Asian Journal

550 East 8th Street, Suite 6
National City, CA 91950
Tel. (619) 474-0588
Fax (619) 474-0373

Invoice

DATE	INVOICE #
1/10/2020	76025

BILL TO
SANDAG Attn: Rufus, Samantha 401 B Street, Suite 800 San Diego, CA 92101

AD SIZE

PAGE NO.	DUE DATE	SALES ...	EXPIRY DATE	AJ CONTRACT NO.	INSERTION ORDER NO.
3	1/3/2020	CA		7017	

ISSUE DATE	ITEM	DESCRIPTION	REMARKS	AMOUNT
1/10/2020	Change of N...	SHARE YOUR IDEAS ON HOW TO MEET REQUIRED SOCIAL SERVICES TRANSPORTATION NEEDS		114.00
Total				\$114.00

Please make checks payable to the Asian Journal and mail to the above address. Put Invoice No. in your check. If you paid in advance, don't send payment and keep invoice for your record. PAYMENT IS DUE UPON RECEIPT.



MICRO PURCHASE JUSTIFICATION FORM

Complete this form PRIOR to making your Micro Purchase order and submit to SANDAG Credit Card holder if applicable (or attach the invoice to this form with Request for Payment form to Finance/Accounts Payable).

Do Not Use this form for: Construction or A&E; staff local travel or training, memberships or licenses, seminars, staff reimbursement, or utilities. Check with a Contracts Analyst for any questions.

Vendor: El Latino

Procurement Amount: \$ 570.00

CIP/OWP & Cost Code: 3320100

Project Manager: Samantha Rufus on behalf of Lisa Madsen

Procurement Title: Legal Notice – 2020 Coordinated Plan

Notice: If your procurement includes any vendor Terms & Conditions, or exceeds a value of \$3,500, consult with the Contracts & Procurement Department.

THE FOLLOWING MUST BE ANSWERED AFFIRMATIVELY
By marking the boxes below you are affirming that the following statements are true.
<input type="checkbox"/> In choosing this vendor, I considered the need to equitably distribute similar purchases among qualified suppliers.
<input type="checkbox"/> The utilization of a micro purchase procurement is not due to the reduction or splitting of a procurement to comply within the micro purchase limit.

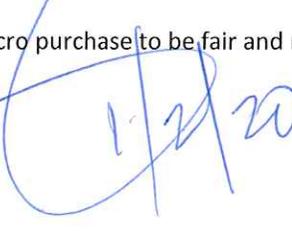
THE FOLLOWING MUST BE ANSWERED AFFIRMATIVELY
By marking the boxes below you are affirming that the following statements are true.
<input checked="" type="checkbox"/> Historical information on previous purchase(s).
<input checked="" type="checkbox"/> Found reasonable on recent purchase.
<input type="checkbox"/> Found competitive pricing on the internet.
<input type="checkbox"/> Personal knowledge of item purchased.
<input type="checkbox"/> Regulated rate (utility).
<input type="checkbox"/> Sales price from commercially available item.
<input type="checkbox"/> Obtained pricing from current catalog/price list which was competitively procured.
<input type="checkbox"/> Other (explain to the right). Explanation:

Approval Signature

By signing below, I have determined the price of this micro purchase to be fair and reasonable.

Project Manager

Date

EL LATINO NEWSPAPER
 P.O. BOX 120550
 SAN DIEGO, CA 92112

Invoice

Date	Invoice #
1/15/2020	84969

Bill To

SANDAG
 ATTN: SAMANTHA RUFUS
 401 B STREET., STE-800
 SAN DIEGO, CA 92101-4231

P.O. #: OR I.O. #:	Terms	Due Date	Rep
	Due on receipt	1/15/2020	MAS

Description	Qty	Rate	Class	Amount
AD DISPLAYED ON VOL. XXX/EDITION:#2 INSERTION DATE: Jan 10 2020 POSITION: ALL ZONES COLOR: 4 COLOR SIZE: 4cx4.75 Legal Notice 2020 coordinated Plan	1	570.00		570.00

Phone #: 619.426.1491	Fax #: 619.426.3206	Web Site: Ellatinoonline.com	Total	\$570.00
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E-mail: carlos.sierra@ellatino.net or angie.sierra@ellatino.net	We accept credit cards. Visa & Master Card Please make checks payable to el El Latino	Payments/Credits
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Please put invoice # in your payment. Paid receipts are given upon request. Thank you for your business	Balance Due	\$570.00
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Talleres públicos:

Miércoles, 22 de enero de 2020 10 a.m. a 12 p.m.
SANDAG, 7th Floor Board Room
401 B Street, San Diego 92101

Jueves, 23 de enero de 2020 de 2 a 4 p.m.
San Marcos Civic Center, Comedor
3 Civic Center Drive, San Marcos 92069

Si no puede asistir a ninguno de los talleres, llame a la línea directa del Plan Coordinado al (619) 699-1934 para compartir sus ideas y obtener información sobre otras oportunidades de difusión comunitaria.

Para más información, visite: sandag.org/coordinatedplan



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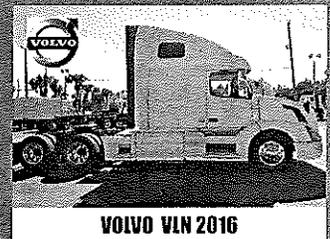
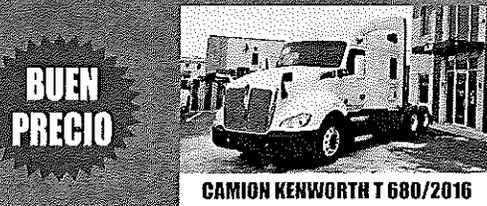
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2020 Coordinated Plan



The San Diego Union-Tribune

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STATE OF CALIFORNIA
County of San Diego

The Undersigned, declares under penalty of perjury under the laws of the State of California: That he/she is the resident of the County of San Diego. That he/she is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years, and that he/she is not a party to, nor interested in the above entitled matter; that he/she is Chief Clerk for the publisher of

The San Diego Union-Tribune

a newspaper of general circulation, printed and published daily in the City of San Diego, County of San Diego, and which newspaper is published for the dissemination of local news and intelligence of a general character, and which newspaper at all the times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said City of San Diego, County of San Diego, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to, and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice of which the annexed is a printed copy, has been published in said newspaper in accordance with the instruction of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

January 6, 2020

I certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Dated in the City of San Diego, California
on this 6th of January 2020



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Share Your Ideas on How to Meet Regional Social Service Transportation Needs

Voice your opinion! Provide your input on ways to improve public transit and specialized transportation options for San Diego County residents and help shape the future of transportation in your community.

The San Diego Association of Governments (SANDAG) will hold two public workshops to gather input on the 2020 Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). You're invited to provide input on ways to improve public transit and specialized transportation options for seniors, low-income, and disabled individuals, and to discuss other issues pertinent to specialized transportation in the San Diego region.

Public Workshops

Wednesday, January 22, 2020 from 10 a.m. to 12 p.m.
SANDAG - 7th Floor Board Room
401 B Street, San Diego 92101

Thursday, January 23, 2020 from 2-4 p.m.
San Marcos Civic Center - Dining Room
3 Civic Center Drive, San Marcos 92069

If you are unable to attend either of the workshops, please call the Coordinated Plan Hotline at (619) 699-1934 to share your ideas and discuss additional outreach opportunities.

For more information, visit: sandag.org/coordinatedplan

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- Barona Band of Mission Indians*
- Campo Band of Mission Indians*
- Ewincapayp Band of the Kumeyaay Indians*
- Tipay Nation of Santa Ysabel*
- Jamul Indian Village of California*
- La Jolla Band of Luiseño Indians*
- La Posta Band of the Kumeyaay Nation*
- Pala Band of Mission Indians*
- Pauma Band of Luiseño Indians*
- Rincón Band of Luiseño Indians*
- San Pasqual Band of Diegueño Indians*
- Sycuan Band of the Kumeyaay Nation*
- Viejas Band of Kumeyaay Indians*

Meeting Notice and Agenda

Interagency Technical Working Group on Tribal Transportation Issues

The Interagency Technical Working Group on Tribal Transportation Issues may take action on any item appearing on this agenda.

Wednesday, January 22, 2020

10 a.m. to 12 noon
(Luncheon to follow hosted by the San Pasqual Band of Diegueño Indians)

San Pasqual Tribal Hall
16400 Kumeyaay Way
Valley Center, CA 92082

Staff Contact: Jane Clough, Ph.D.
(619) 699-1909
jane.clough@sandag.org



Agenda Highlights

- **Update on California Intertribal Alliance**
- **Regional Air Quality Overview**
- **2021 Regional Plan Update**

Please silence all electronic devices during the meeting

Mission Statement

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region's quality of life.



401 B Street, Suite 800
San Diego, CA 92101

(619) 699-1909

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Both agenda and non-agenda comments should be sent to SANDAG via comment@sandag.org. Please include the Working Group name and meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Working Group coordinator no later than 5 p.m. two working days prior to the meeting. All public comments and materials received by the deadline become part of the official public record and will be provided to the members for their review at the meeting.

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In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900 or (619) 699-1904 (TTY), or fax (619) 699-1905.

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DIRECTIONS TO MEETING LOCATION

Meeting location:

San Pasqual Tribal Hall
16400 Kumeyaay Way
Valley Center, CA 92082

Driving directions:

From Downtown San Diego

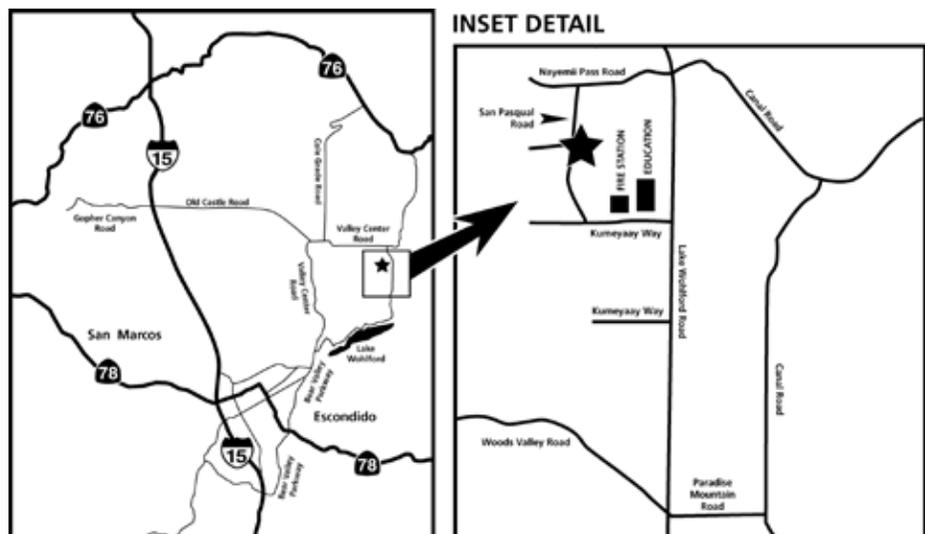
Take CA-163 North
Merge onto I-15 North
Take exit 28 for Center City Pkwy/
South Centre City Pkwy
Turn right toward S Escondido Blvd
Turn left onto S Escondido Blvd
Turn right onto Sunset Drive
Turn left onto Bear Valley Pkwy
Use right two lanes to turn right onto
E Valley Pkwy
Turn right onto Lake Wohlford Road
Turn left onto Kumeyaay Way

From the North

Take I-15 South toward San Diego
Take exit 41 for Gopher Canyon Road toward
Old Castle Road
Turn left onto Gopher Canyon Road
Turn right at the second cross street
onto Champagne Blvd
turn left onto Old Castle Road
Continue onto Lilac Road
Turn left onto Valley Center Road
Turn right onto N Lake Wohlford Road
Turn right onto Kumeyaay Way

From El Centro

Take Interstate 8 West toward San Diego
Take exit 89 for Imperial Highway toward
Ocotillo
Turn right onto Country Route S2/
North Imperial Highway
Continue onto Great Southern
Overland Stage Route
Turn right onto CA-78 East
Turn left onto San Felipe Road
Turn left onto CA-79 South
Turn right onto CA-76 West
Turn left onto Valley Center Road
Turn left onto North Lake Wohlford Road
Turn right onto Kumeyaay Way



Interagency Technical Working Group on Tribal Transportation Issues

Wednesday, January 22, 2020

Item No.		Recommendation
1.	<p>Welcome by San Pasqual Tribal Council and Self Introductions</p> <p>The San Pasqual Tribal Council will welcome the Interagency Technical Working Group on Tribal Transportation Issues (Working Group) and public to their tribal nation.</p>	Information
2.	<p>Public/Member Comments and Communications</p> <p><i>Chairwoman Erica Pinto, Working Group Co-Chair, Jamul</i></p> <p>Members of the public shall have the opportunity to address the Working Group 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 meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. Working Group members also may provide information and announcements under this agenda item.</p>	Information
+3.	<p>Approval of Meeting Minutes</p> <p><i>Chairwoman Erica Pinto, Working Group Co-Chair, Jamul</i></p> <p>The Working Group is asked to review and approve the minutes from its October 2, 2019, meeting.</p>	Approve
4.	<p>Co-Chairs' Reports</p> <p><i>Coleen Clementson, SANDAG</i> <i>Chairwoman Erica Pinto, Working Group Co-Chair, Jamul</i></p> <p>Co-Chairs of the Working Group will share updates from their respective agency/meetings relevant to the mission of the Working Group.</p>	Information
Consent		
+5.	<p>2020 Coordinated Plan</p> <p><i>Jane Clough, SANDAG</i></p> <p>The Regional Short-Range Transit Plan and Coordinated Plan provides a blueprint for the development of transit and human services transportation in the San Diego region over the next five years. Over the next few months, SANDAG will conduct focus groups and outreach events across the county to gather information on specialized transportation needs in the region. The attached report provides additional information on the Coordinated Plan and includes a copy of an outreach questionnaire for information.</p>	Information

Reports

6. **Tribal Transportation Program Coordinating Committee Update** Discussion
Andrew Orosco, San Pasqual
- The Working Group will be briefed on issues raised by the TTP Coordinating Committee, including discussion of the new organizational model of the Tribal Technical Assistance Program and integration of BIA road inventory data from the Road Inventory Field Data System to ArcGIS.
- +7. **2020 Performance Management Rule 1 Target Setting** Discussion
Rachel Kennedy, SANDAG
- Information on target-setting efforts for Performance Management Rule 1, which include measures related to fatalities and serious injuries on all public roads, will be presented.
8. **Update on California Intertribal Alliance** Information
Jeremy Zagarella, Pauma Tribal Government
- An update on recent activities and innovative strategies the California Intertribal Alliance has undertaken for tribal transportation projects will be presented.
9. **Regional Air Quality Overview** Discussion
Nick Cormier, San Diego Air Pollution Control District
- San Diego County is currently designated as a nonattainment area for state and federal ground-level ozone standards. Consequently, the San Diego County Air Pollution Control District (APCD) and California Air Resources Board (CARB) must periodically prepare state and federal air quality plans that demonstrate how these standards will be achieved. APCD staff will present a brief overview of air quality in San Diego County, as well information about how tribes can participate in the development of the upcoming federal air quality plan.
10. **2021 Regional Plan Update** Discussion
Jane Clough, SANDAG
- An update on the 2021 Regional Plan and an overview of the feedback received from the October workshop and next steps will be presented.
11. **Grant Opportunities** Discussion
Jane Clough, SANDAG
- Staff and tribal members have the opportunity to share upcoming grant opportunities that are relevant to implementing projects identified in the Intraregional Tribal Transportation Strategy.

12. Topics for Next Meeting and Adjournment

Chairwoman Erica Pinto, Working Group Co-Chair, Jamul

**Discussion/
Possible Action**

The Working Group is asked to discuss potential topics for the next quarterly meeting which should take place in April 2020. As the January meeting was in the north, it is recommended that the meeting be held in the south.

+ next to an agenda item indicates an attachment



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San Diego, CA 92101-4231
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Meeting Notice and Agenda

MEMBER AGENCIES

Cities of
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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

Imperial County
California Department
of Transportation
Metropolitan
Transit System
North County
Transit District
United States
Department of Defense
Port of San Diego
San Diego County
Water Authority
Southern California
Tribal Chairmen's Association
Mexico

Community-Based Organizations Working Group

The Community-Based Organizations Working Group may take action on any item appearing on this agenda.

Thursday, February 6, 2020

10 to 11:30 a.m.

SANDAG, Board Room
401 B Street, 7th Floor
San Diego, CA 92101

Staff Contact: Jane Clough
(619) 699-1909
jane.clough@sandag.org

Agenda Highlights

- **Elevate SD 2020**
- **2020 Coordinated Plan**
- **Climate Resilience Planning**

Please silence all electronic devices during the meeting

Mission Statement

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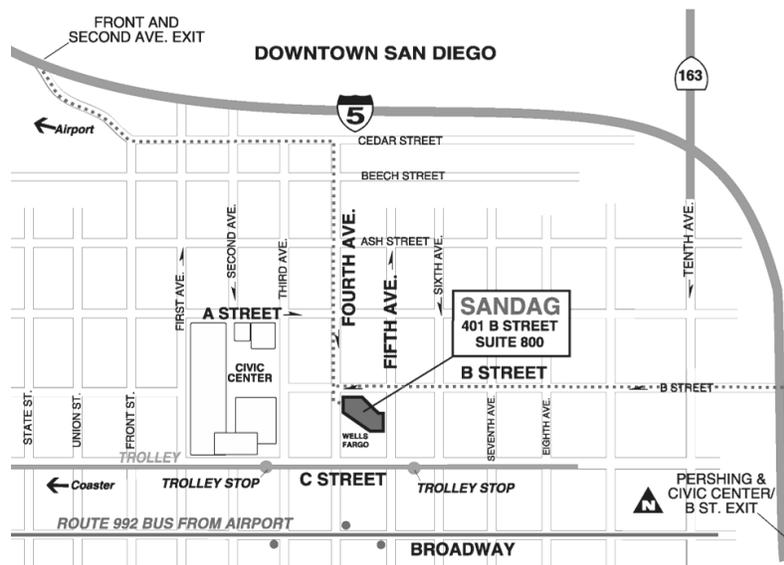
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Community-Based Organizations Working Group

Thursday, February 6, 2020

Item No.		Recommendation
1.	Welcome and Introductions	
+2.	Approval of Meeting Minutes The Community-Based Organizations Working Group (Working Group) is asked to review and approve the meeting summary from its December 5, 2019, meeting.	Approve
3.	Public Comments/Communications/Member Comments Members of the public shall have the opportunity to address the Working Group 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 Comment form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to Working Group members. Public speakers are limited to three minutes or less per person. Working Group members also may provide information and announcements under this agenda item.	
4.	Member Communications Members of the Working Group are invited to share news and information regarding their organization of interest to the group.	
5.	Chair's Report An update on key programs, projects, and agency initiatives.	Information
Reports		
6.	Elevate SD 2020 <i>Mark Olson and Denis Desmond, MTS</i> The San Diego Metropolitan System (MTS), with its new authority to design a transit-only sales tax measure within its service territory, has been conducting community outreach for the past nine months to create a shared vision for transit in San Diego. MTS will present its outreach findings and the draft expenditure plan that resulted from the outreach. MTS is asking for the group's feedback on the plan and will provide an update on upcoming Elevate SD public participation efforts	Information
7.	2020 Census Complete Count <i>Darlann Hoctor Mulmat, SANDAG</i> As the Regional Census Data Center, SANDAG is coordinating outreach for the 2020 Census. This information presentation provides an overview of Census 2020 and local efforts to ensure that every person is counted once, only once, and in the right place. Members will have an opportunity to share outreach happening in their communities.	Information

+8. 2020 Coordinated Plan **Discussion**
Lisa Madsen, SANDAG

The 2020 Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) is a five-year implementation plan of public transit and specialized transportation concepts described in [San Diego Forward: The Regional Plan](#). Staff will provide an overview of the Coordinated Plan and ask Working Group members to assist in gathering information from their communities on ways to improve public transit and specialized transportation options for seniors, low-income, and disabled individuals, and to discuss other issues pertinent to specialized transportation in the San Diego region.

9. Climate Resilience Planning **Information**
Sarah Pierce and Maggie Soffel, SANDAG

SANDAG leads climate change mitigation and adaptation activities in support of San Diego Forward: The Regional Plan and to ensure the region is resilient to the impacts of climate change. SANDAG staff will provide an overview of sea level rise planning work, activities supporting implementation of climate adaptation strategies, and TerraCount—a tool that will estimate the carbon sequestration benefits of the region's natural and working lands.

10. Possible Topics for Next Meeting **Discussion/Possible Action**

The Working Group is asked to discuss possible topics for the next meeting.

11. Upcoming Meetings **Information**

The next Working Group meeting is scheduled for March 5, 2020, at 10 a.m.

12. Adjournment

+ next to an agenda item indicates an attachment



Community-Based Organizations Working Group

Item: **2**

February 6, 2020

Action: **Information**

December 5, 2019, Meeting Minutes

Brian “Barry” Pollard (Urban Collaborative Project) served as Chair and called the meeting of the Community-Based Organizations Working Group (Working Group) to order at 10:07 a.m.

1. Welcome and Introductions

2. Approval of Meeting Minutes (Information)

Action: Upon a motion by Craig Jones (Alliance for Regional Solutions) and a second by Carol Lewis (El Cajon Collaborative), the Working Group approved the minutes from its November 4, 2019, meeting.

Yes: Callie Brust (Olivewood Gardens), Marisol Clark-Ibáñez (National Latino Research Center), Kim Heinle (Bayside Community Center), Margarita Holguin (Chula Vista Community Collaborative), Craig Jones, Erica Leary (Vista Community Clinic), Carol Lewis, Goyo Ortiz (Casa Familiar), Lewis, Brian “Barry” Pollard, Vianney Ruvalcaba (City Heights CDC), Antonio Salang (Samahan Health Centers), and Mohammed Tuama (Nile Sisters Development Initiative). No: None. Abstain: None. Absent: None.

3. Public Comments/Communications/Member Comments

No public comments/communications/member comments were entered.

4. Member Communications

Vianney Ruvalcaba extended an invitation to the Working Group to attend the Bike the Boulevard event on December 6, 2019, at 6 p.m. in City Heights.

Mohammad Tuama shared information regarding working with the Metropolitan Transit System to get immigrant newcomers transit Compass cards. The Nile Sisters Development Initiative is also helping newcomers learn how to use public transit and how the mailing address system in the United States works.

Barry Pollard shared information regarding a current project that the Urban Collaborative Project is working on to implement art into the community in order to beautify the neighborhood, streets, and roads.

Chair’s Report

5. Chair’s Report (Information)

Jane Clough, senior regional planner, shared an update on key programs, projects, and agency initiatives including an update on San Diego Forward: The 2021 Regional Plan, approval of San Diego Forward: The 2019 Federal Regional Transportation Plan, the 5 Big Moves, and the Old Town Revitalization and Central Mobility Hub effort.

Reports

6. Regional Housing Needs Assessment Final Methodology and Draft Allocation (Information)

Audrey Porcella, associate regional planner, shared an update on the 6th cycle of the Regional Housing Needs Assessment methodology. Information about the recent approval of the methodology by the Board of Directors and steps moving forward were presented.

7. Sustainable Transportation Equity Project (Discussion)

Jane Clough, senior regional planner, led a discussion on California Air Resources Board's Transportation Equity Project program, a pilot project that focuses on equitably increasing mobility and reducing vehicle miles traveled and greenhouse gas emissions.

8. Senate Bill 1000: General Plan Update Requirements (Information)

Jane Clough provided information on California Senate Bill 1000 (Leyva, 2016), which requires that cities adopt an Environmental Justice (EJ) element or have an EJ component to other elements. This applies when two or more elements in a General Plan are updated on or after January 1, 2018.

9. Possible Topics for Next Meeting (Discussion/Possible Action)

Suggested topics for the next Working Group meeting included: Elevate SD; STEP follow-up discussion; and the 2020 Census Count.

10. Upcoming Meetings (Information)

The next Working Group meeting is scheduled for February 6, 2020, at 10 a.m.

11. Adjournment

Barry Pollard adjourned the meeting at 11:39 a.m.

Confirmed Attendance at SANDAG Community-Based Organizations Working Group Meeting

December 5, 2019

Jurisdiction	Name	Attended	Comments
Alliance for Regional Solutions	Craig Jones	Yes	
	MaryLynn McCorkle, Alternate	No	
Bayside Community Center	Rose Ceballos	No	
	Corey Pahanish, Alternate	No	
	Kim Heinle, Alternate	Yes	
Casa Familiar	David Flores	No	
	Goyo Ortiz, Alternate	Yes	
City Heights CDC	Randy Van Vleck	No	
	Vianney Ruvalcaba, Alternate	Yes	
Chula Vista Community Collaborative	Margarita Holguin	Yes	
	Azucena Lopez De Nava, Alternate	No	
	Angela Tomlinson, Alternate	No	
El Cajon Collaborative	Dana Stevens	Yes	
	Carol Lewis, Alternate	Yes	
National Latino Research Center	Arcela Núñez-Alvarez	No	
	Marisol Clark-Ibáñez, Alternate	Yes	
	Ana Ardón, Alternate	No	
Nile Sisters Development Initiative	Elizabeth Lou	Yes	
	Mohammad Tuama, Alternate	Yes	
Olivewood Gardens	Jen Nation	No	
	Claire G, Alternate	Yes	
	Rocina Lizarraga, Alternate	Yes	
Samahan Health Centers	Fe Seligman	No	
	Antonio Salang, Alternate	Yes	
Urban Collaborative Project	Brian "Barry" Pollard	Yes	
	Latisha Pinkney, Alternate	No	
Vista Community Clinic	Erica Leary	Yes	
	Nannette Stamm, Alternate	No	
Other Attendees			
Agatha Wein, California Public Utilities Commission			
Buki Domingos			
SANDAG Staff			
Allison Wood	Jane Clough	Tracy Ferchaw	
Audrey Porcella	Samuel Solis		
Eveet Gabriel	Stephanie Ellsworth		



2020 Coordinated Plan Outreach Questions

Please fill out and mail directly to 401 B St Suite 800, San Diego, CA 92101 (ATTN: Lisa Madsen), or email to lisa.madsen@sandag.org.

Accessibility

For the most part, are you able to travel from your origin to your given destination without many obstacles?

Please explain what obstacles or challenges you have encountered during your daily travel, if any. Are there obstacles that the members of your community may face in their daily travel? Obstacles could include difficulty in getting to a transit stop/station, missing a bus because it arrived late/left early, Paratransit driver not showing up on-time, etc.

Availability/Connectivity/Coordination

Do you find that the availability of transit/Paratransit/social service transportation is sufficient for your daily travel needs? Please explain your response.

Affordability

Do you find that the amount you spend on travel (transit passes, vouchers, gas, insurance, registration, etc.) is appropriate given your daily travel needs?

Safety and Security

When waiting for service or riding transit/Paratransit, do you feel comfortable at the transit stop/station or pick-up/drop-off location? What improvements could be made to increase your safety and security?



Preguntas de difusión del Plan Coordinado 2020

Favor de contestar y enviar directamente por correo postal a 401 B St., Suite 800, San Diego, CA 92101 (Atención: Coordinated Plan), o enviar correo electrónico a lisa.madsen@sandag.com.

Accesibilidad

¿En general, es usted capaz de viajar desde su origen a su destino determinado sin muchos obstáculos?

Por favor, explique cuáles son los obstáculos o retos, en su caso, que ha enfrentado durante su viaje diario. ¿Hay obstáculos que miembros de su comunidad enfrentan en su viaje diario? Los obstáculos pueden incluir dificultad para llegar a una parada/estación de transporte público, perder el autobús porque llegó tarde/partió temprano, conductor de transporte flexible (Paratransit) que no llega a tiempo, etc.

Disponibilidad/Conectividad/Coordinación

¿Le parece que la disponibilidad de transporte público/Paratransit/transporte de servicios sociales es suficiente para sus necesidades de viajes diarios? Por favor explique su respuesta.

Asequibilidad

¿Le parece que la cantidad que gasta en viajes (pases de transporte público, vales, gasolina, seguro, matrícula, etc.) es adecuada dadas sus necesidades de viajes diarios?

Seguridad y Vigilancia

Cuando está esperando el servicio o cuando está a bordo de transporte público/Paratransit, ¿se siente cómodo en la parada/estación de transporte público o ubicación de recogida y bajada? ¿Cuáles mejoras se podrían hacer para aumentar la seguridad y la vigilancia?

En cumplimiento con la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), usted puede solicitar este documento en formatos alternos, contactando al Coordinador de ADA de SANDAG, Director de Diversidad y Equidad, al (619) 699-1900 o (619) 699-1904 (TTY).

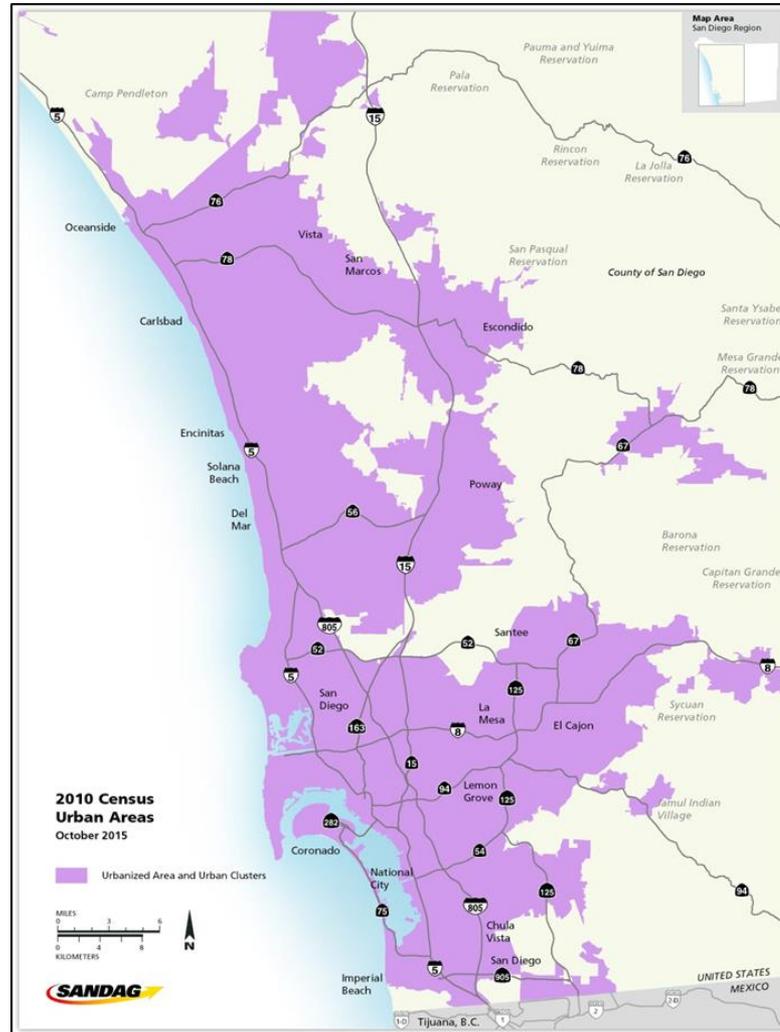
2020 Coordinated Plan

SSTAC — January 22, 2020

Coordinated Plan

- Single document that combines federal, state, and local requirements
- Updated bi-annually
- Includes all available transportation services
- Coordinated Plan guides two funding programs:
 - ***TransNet Senior Mini Grant***
 - **Section 5310**

The Urbanized Area



Coordinated Plan Requirements

- Assessment of available services
- Assessment of transportation needs
- Strategies to address the gaps
- Strategies to achieve efficiencies in service delivery
- Priorities for funding and implementation

What's New

- Updated inventory of available services
- Information on Coordinated Services
- Updated Transit Operator performance data
- Updated gaps in transportation services
- Updated priorities for implementation

Public Outreach

SANDAG
401 B Street, 7th Floor Board Room
San Diego, CA 92101

Wednesday, January 22, 2020
10:00 a.m. to 12:00 p.m.

San Marcos Civic Center
3 Civic Center Drive
Dining Room

Thursday, January 23, 2020
2:00 p.m. to 4:00 p.m.

Public Comment

- SANDAG Contact info: Lisa Madsen
Lisa.Madsen@sandag.org (619) 595-1432
- Coordinated Plan Hotline:
(619) 699-1934
- SANDAG Web Information:
www.sandag.org/coordinatedplan

Questions?



2020 Coordinated Plan Outreach Questions

Please fill out and mail directly to 401 B St Suite 800, San Diego, CA 92101 (ATTN: Lisa Madsen), or email to lisa.madsen@sandag.org.

Accessibility

For the most part, are you able to travel from your origin to your given destination without many obstacles?

Please explain what obstacles or challenges you have encountered during your daily travel, if any. Are there obstacles that the members of your community may face in their daily travel? Obstacles could include difficulty in getting to a transit stop/station, missing a bus because it arrived late/left early, Paratransit driver not showing up on-time, etc.

Availability/Connectivity/Coordination

Do you find that the availability of transit/Paratransit/social service transportation is sufficient for your daily travel needs? Please explain your response.

Affordability

Do you find that the amount you spend on travel (transit passes, vouchers, gas, insurance, registration, etc.) is appropriate given your daily travel needs?

Safety and Security

When waiting for service or riding transit/Paratransit, do you feel comfortable at the transit stop/station or pick-up/drop-off location? What improvements could be made to increase your safety and security?



Preguntas de difusión del Plan Coordinado 2020

Favor de contestar y enviar directamente por correo postal a 401 B St., Suite 800, San Diego, CA 92101 (Atención: Coordinated Plan), o enviar correo electrónico a lisa.madsen@sandag.com.

Accesibilidad

¿En general, es usted capaz de viajar desde su origen a su destino determinado sin muchos obstáculos?

Por favor, explique cuáles son los obstáculos o retos, en su caso, que ha enfrentado durante su viaje diario. ¿Hay obstáculos que miembros de su comunidad enfrentan en su viaje diario? Los obstáculos pueden incluir dificultad para llegar a una parada/estación de transporte público, perder el autobús porque llegó tarde/partió temprano, conductor de transporte flexible (Paratransit) que no llega a tiempo, etc.

Disponibilidad/Conectividad/Coordinación

¿Le parece que la disponibilidad de transporte público/Paratransit/transporte de servicios sociales es suficiente para sus necesidades de viajes diarios? Por favor explique su respuesta.

Asequibilidad

¿Le parece que la cantidad que gasta en viajes (pases de transporte público, vales, gasolina, seguro, matrícula, etc.) es adecuada dadas sus necesidades de viajes diarios?

Seguridad y Vigilancia

Cuando está esperando el servicio o cuando está a bordo de transporte público/Paratransit, ¿se siente cómodo en la parada/estación de transporte público o ubicación de recogida y bajada? ¿Cuáles mejoras se podrían hacer para aumentar la seguridad y la vigilancia?

En cumplimiento con la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), usted puede solicitar este documento en formatos alternos, contactando al Coordinador de ADA de SANDAG, Director de Diversidad y Equidad, al (619) 699-1900 o (619) 699-1904 (TTY).

San Diego Association of Governments
COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN
(2020 COORDINATED PLAN)

OUTREACH MEETING MINUTES
JANUARY 22, 2020 AND JANUARY 23, 2020

1. Introductions

Staff introductions were made at each meeting. The schedule of meetings was as follows:

Meeting	Date	Time	Location	# of Attendants
Public Outreach Meeting	1/22/20	10 a.m. – 12 p.m.	SANDAG – 401 B Street	32
Public Outreach Meeting	1/23/20	2 p.m. – 4 p.m.	San Marcos Civic Center	15
Public Outreach Attendance Total				47

Staff discussed the 2020 Coordinated Plan update process. The Plan is updated bi-annually to reflect transit service development and the coordination and incorporation of specialized (human social service) transportation within the San Diego region’s transportation network.

Staff elaborated that the purpose of each meeting was to give an overview of the plan and the current update process; disseminate preliminary research regarding transportation needs in the region; explain the various funding programs associated with the plan; and to help identify issues, opportunities, and concerns for future transportation improvements, especially related to mobility for low income, seniors and persons with disabilities.

2. Public Meeting Overview

Lisa Madsen, SANDAG, discussed the background of the Coordinated Plan and efforts conducted to date.

3. Assessing the Region’s Gaps and Needs: Outreach Exercise

Lisa Madsen encouraged participants to speak openly about how social services transportation could be improved. The discussion was segmented by six overarching topics: Accessibility, Availability, Connectivity, Coordination, Safety, and Security. A summary of the feedback received can be found in **Appendix A.8**.

Coordinated Plan / Strategic Plan Outreach

Outreach Feedback – Summary of Comments

Accessibility

General:

- There aren't any alternatives to driving, so people drive longer than is safe. What can be done about it?
- Many stops do not have shelters
- Keep things in accessible formats, including station announcements.
- Have more north-south corridors. Add more light rail. Plan for the future.
- Conduct on-board surveys with disabled riders.
- Biggest issues are late buses, leading to missed connections. Poor lighting, buses pull into wrong bus bays at transit centers. Tactile domes are needed; it is hard for mobility training; visually impaired persons need to stick to 'routes' within transit centers. Lack of tactile clues can be dangerous.
- San Marcos has a Catch-A-Ride program with FACT, but it is only for seniors, not the disabled.
- There is not a lot of funding for infrastructure or transit stops. Look at locating stops near senior centers, work to eliminate transfers to senior centers. Senior centers could take folks to destinations, but they need funding.
- Door to door trips for seniors, and round trips are time consuming. Night and weekend service can't be provided due to funding. Vista is tough to traverse, as there are narrow easements. Minivans are needed to get in and out, and can't use buses. Use FACT-leased vehicle, but can only serve seniors, not the disabled.
- Prioritize existing programs;
- Make sure new real estate developments are transit accessible.
- It can be difficult for public agencies to coordinate due to litigious society. Cities must assume liability for things like maintenance. Big risk management. Difficult politically; politicians want to serve their communities, not others.
- Accessible TNC vehicles are a huge issue.
- Driver sensitivity is also an issue – they don't know that they need to drive slower, shut the door, or that seniors may have trouble getting in and out of certain vehicles like SUV's.
- Providers have to focus on providing service essentials like medical trips. They can't provide social trips. Caretakers can also double costs.
- Access to safe transit after hours, access to door-through-door service. Drivers can split shifts for picking up and dropping off passengers.
- Nonprofits are always in need of more drivers.
- More on-demand services are needed. Many can't book out 3 days due to their health.
- It is hard to provide transportation to work and school for 16-21 year olds. It is hard for young persons with disabilities to access transportation.
- There is a shortage of wheelchair accessible vehicles.
- It is hard to group trips for medical appointments.

Coordinated Plan / Strategic Plan Outreach

- Shuttle transportation is the best use of funds. Best if you can group trips. Doesn't always meet needs. Passengers may need solo transportation if they can't behave in a group. Shuttle trips are good for groceries, but not medical trips.
- Creative coordination options include volunteer driver programs, guaranteed rides, use LYFT if volunteers not available.
- Coordination with other organizations could be beneficial, as the same clients often use multiple services depending on their needs or type of trip. Electeds need to be supportive of coordination because it keeps residents in their jurisdiction.
- Some cities may have trouble partnering due to geography. They are unable to transport outside of city limits even though a destination may be less than a mile.
- Create a compendium for riders on how to access transportation and how to get in touch with the appropriate provider.
- FACT is a one-stop shop. End user doesn't care who provides the trip.
- End users can't always put their trip together. Better outreach is needed for the developmentally and intellectually disabled. Passengers may not know who FACT is. Pricing structures can be confusing (shuttle cost vs. taxi). Sometimes more hand holding is needed.
- Seniors are a high priority. Seniors are often unable to take Uber, LYFT, or scooters. They need specialized transit.
- #1 Priority- Continue to fund existing programs. Don't create gaps. New programs can have start up costs. Have existing services expand to other areas. Rural areas have just as great a need, but lots of deadhead mileage.
- Look at processes to speed up services (application processes, etc.). Billing is a challenge – make it user friendly.

Technology

Availability/Connectivity/Coordination

Public Transit:

- Connectivity is an issue. The 280/290 is the only transit option for some. More corridor service is needed.
- Have better connectivity between corridors.
- It is hard to get Downtown. You have to drive to ECTC, but then bus service ends at 10 p.m.
- Increase transit frequency and span of service. Routes that end at 7 or 8 can strand people.
- There is less sales tax money to fund transit in San Diego vs. Los Angeles.
- Later service is needed.
- The last ¼ mile is an issue; docked biking stations should include electric bikes and tricycles.
- NCTD and MTS should connect more with senior centers
- Make services more dependable. Improve coordination between agencies. Improve what we have before expanding into new services.

Coordinated Plan / Strategic Plan Outreach

- Drivers are not pulling up parallel to the curbs – it is hard to step in and out of the buses. Buses need to stop flush with the curb.
- There are not enough buses on routes, which narrows the number of job opportunities. This is a barrier to employment and housing. When weekend service is cut, people become shut in (Routes 304 & 347 have no weekend service; these routes run past senior mobile home parks; there is no weekend access).
- It would be good to have a loop on San Marcos Blvd; there is no access for high school students to take them to the Boys & Girls Club.

Paratransit/TNC/CTSA:

- If transit services are discontinued, a person could end up stranded. Could there be a grandfather clause?
- FACT has to deny trips due to the vendor not wanting to make trips. Accessible vehicles are not always available. Improve communications to vendors
- FACT is a great service, but it stops at 7 p.m. There is no transportation after. More money for FACT would allow them to expand service.
- MTM has a workshop to get people comfortable with using transit. Transit also has reduced fares.
- SANDAG could promote more use of shared vehicles, agencies could apply as partners, fund staffing, and share coordination costs.
- Communication with nonprofit providers can be tough. One ride with FACT was so late, they ordered a LYFT. Service can be hit or miss.
- A new transit provider had a client onboard for 3 hours.
- Client does not use MTS Access or NCTD LIFT due to so many problems. They use Ride FACT instead for most trips between agencies. Uses paratransit only for local trips.
- Can we look at public-private partnerships, push more private industries to provide transit passes.
- Must have ballot initiative to increase sales tax. Look at consolidating MTS and NCTD.
- Provide paratransit certification to ride NCTD fixed route for free.
- Certification criteria is too strict; can't use paratransit during the daytime, but on dark days it is hard to see.
- Can't talk to dispatch any more during the daytime. Need to interact with clients more. Waiting for transfers is time consuming.
- Transfer fee between MTS and NCTD can be cost prohibitive – it can cost \$20 to go from North County down to San Diego and back again.
- UTC would be a better transfer point than the VA Hospital. Riders could jump on the Route 101.
- Catch-A-Ride service is much easier; can get a ride to go shopping, and can qualify through the senior center.
- Social service agencies get requests for late night and weekend trips as well, but volunteer drivers often don't want to work these trips. Limited in funding. Lack of accessible vehicles. Consolidate resources to make services more effective. Passengers don't want to take public transit between service areas because transferring takes too long. Agencies could work to make things more seamless.

Coordinated Plan / Strategic Plan Outreach

- Seniors are left at the senior center for 1+ hour waiting for their ride due to delay. Seniors will book rides 1 hour before the center closes, but delays will happen so staff has to stay late so seniors aren't locked out.
- Medically vulnerable population may be at an office an hour early waiting for an appointment due to fluctuations in service. This can be a safety issue if you are waiting for a building to open or waiting for pick up after a business is closed.
- The ability to partner with other agencies is important. Agencies us MTS, NCTD, and LYFT. They would like to partner with other agencies, but it is hard because they don't want to double-count riders.

Rural Service:

- Rural areas are important
- Rural vs. Urban – Check the demographics of urban vs. rural. It is hard for semi-rural areas to compete with urban areas. More funding would allow more transit for the disabled.
- Borrego Springs – limited transit. MTS Bus operates Thursday and Friday only. It would be good if MTS could run the bus Monday and Friday. Students need transit to the College of the Desert. Seniors need transit for medical appointments and shopping. Rural transit is lacking.
- Cities like Vista are defined as Urban, but operate like Rural.
- Rural funding from the State is not getting to San Diego.

Affordability

- There are no low income passes
- Elderly (mostly women) live on Social Security alone, can't afford cars or TNC. Senior discounts should be essential, you can't treat transit like business.
- It can be difficult to get an SDM card and transfer between agencies.
- Prices are reasonable; there should be reduced/free fares for low income individuals.
- It is hard to pay for Taxis/Uber to work at Legoland. There are similar issues at other locations in North County.
- San Diego needs higher sales tax like L.A. to fund transit.
- Low income persons are often disabled, and are challenged when service is cut. This strands people (people who can't move). They face double hit of reduced service and increased fares.
- Disabled people are being priced out due to high cost of housing and transit.
- Senior and disabled persons are core riders. If it was more affordable, more people would be able to take trips.
- It is harder to get free bus passes for disabled individuals. Big barrier to employment is transportation to and from job.

Coordinated Plan / Strategic Plan Outreach

Safety/Security

- MTS' safety placards are helpful. People stop taking transit due to bad experiences.
- City College, 12th & Imperial, and Euclid transit centers have a lot of misconduct at these locations. Better security at these locations is needed.
- Locate the doors at all stations in the same place.
- Transit security just hangs out, they don't work.
- Stops have bad lighting, need clean seating. Better coordination for pick up and drop off between MTS Access and NCTD LIFT.
- Students and children can become victims of sex trafficking because they have to wait for rides, especially if students are disabled.
- NCTD has plans to increase lighting, ADA access, and amenities, including benches.
- Poor lighting at transit centers; security driving through the center is not enough enforcement.
- Clients will avoid public transit at night and take LYFT instead.
- Look at developing safer amenities. Work with cities for shared solutions. Look at moving/relocating bus stops.

The San Diego Union-Tribune

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The Undersigned, declares under penalty of perjury under the laws of the State of California: That he/she is the resident of the County of San Diego. That he/she is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years, and that he/she is not a party to, nor interested in the above entitled matter; that he/she is Chief Clerk for the publisher of

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a newspaper of general circulation, printed and published daily in the City of San Diego, County of San Diego, and which newspaper is published for the dissemination of local news and intelligence of a general character, and which newspaper at all the times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said City of San Diego, County of San Diego, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to, and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice of which the annexed is a printed copy, has been published in said newspaper in accordance with the instruction of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

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SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

NOTICE OF PUBLIC MEETING

The Social Services Transportation Advisory Council (SSTAC) is an advisory group to the San Diego Association of Governments (SANDAG). SSTAC consists of 21 members representing social service agencies, individuals, transportation providers, and the Consolidated Transportation Services Agency. The California Public Utilities Code requires SSTAC to hold at least one public meeting each year to solicit input on transportation needs from seniors, persons with disabilities, and persons with limited means.

Members of the public are invited to provide testimony at the SSTAC meeting, which will be held on Monday, May 11, 2020 from 10 a.m. until 12 p.m. This meeting will be held virtually in accordance with Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings Issued by the California Department of Public Health. Council members will participate in the meeting virtually, while practicing social distancing, from individual remote locations. Members of the public who wish to participate in the meeting virtually, either via the internet or by telephone, may do so by visiting sandag.org/sstac and following the instructions on the meeting agenda.

Members of the public who are not able to participate in the Public Hearing are encouraged to provide testimony using an online comment card available at sandag.org/sstaccomment or by calling (619) 699-1934 and leaving a message. Comments submitted via the online comment card or voicemail will be read by a SANDAG staff member during the Public Hearing and documented along with all other comments received during the Hearing.

ASOCIACIÓN DE GOBIERNOS DE SAN DIEGO (SANDAG, por sus siglas en inglés)

CONSEJO ASESOR DE SERVICIOS SOCIALES EN EL TRANSPORTE SSTAC, por sus siglas en inglés)

AVISO DE REUNIÓN PÚBLICA

El Consejo Asesor de Servicios Sociales en el Transporte (SSTAC, por sus siglas en inglés) es un grupo asesor de la Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés). SSTAC consiste en 21 miembros que representan agencias de servicios sociales, individuos, transportistas y a la Agencia de Servicios de Transporte Consolidados (Consolidated Transportation Services Agency). El código California Public Utilities Code requiere que SSTAC lleve a cabo al menos una reunión pública cada año, para solicitar opiniones sobre las necesidades del transporte de adultos mayores, personas con discapacidades y personas con recursos limitados.

Se invita al público a ofrecer su testimonio en la siguiente reunión de SSTAC, la cual se llevará a cabo el lunes, 11 de mayo del 2020 de las 10 a.m. hasta las 12 p.m. Esta reunión se llevará a cabo virtualmente de acuerdo con la Declaración del Estado de Emergencia del Gobernador Newsom con respecto al brote de COVID-19, la Orden Ejecutiva N-29-20 y la Guía para Reuniones emitida por el Departamento de Salud Pública de California. Los miembros del Consejo participarán en la reunión virtualmente, mientras practican el distanciamiento social, desde ubicaciones remotas individuales. Los miembros del público que deseen participar en la reunión virtualmente, ya sea por la Red o por teléfono, pueden hacerlo a través de la página web sandag.org/sstac pueden seguir las instrucciones en la agenda de la reunión.

Si un miembro del público no es capaz de participar en la Audiencia Pública, se le anima a brindar testimonio usando una tarjeta de comentario disponible en línea en sandag.org/sstaccomment o llamando al (619) 699-1934 y dejando un mensaje. Las observaciones presentadas a través de la tarjeta de comentarios en línea o mensaje de voz serán leídos por un empleado de SANDAG durante la audiencia pública y se documentarán junto con todos los otros comentarios recibidos durante la audiencia.

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La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) está buscando una firma experimentada y calificada para llevar a cabo un estudio binacional de tráfico e ingresos con grado de inversión para el proyecto de la Ruta Estatal 11 y el Puerto de Entrada de Otay Mesa East y su proyecto complementario en México, Mesa de Otay II. Puede consultarse una copia de la RFP (SOL607740) en la página web de SANDAG en www.sandag.org/contracts o contactando a Brittany Huth en SANDAG, 401 B Street, Suite 800, San Diego, CA 92101, (619) 595-5665, o en el correo electrónico Brittany.huth@sandag.org. Las propuestas deben recibirse antes de las 4 p.m. del día 14 de mayo de 2020.

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Notice of Public Meeting - Social Services Transportation Advisory Council

The Social Services Transportation Advisory Council (SSTAC) is an advisory group to the San Diego Association of Governments (SANDAG). SSTAC consists of 21 members representing social service agencies, individuals, transportation providers, and the Consolidated Transportation Services Agency. The California Public Utilities Code requires SSTAC to hold at least one public meeting each year to solicit input on transportation needs from seniors, persons with disabilities, and persons with limited means.

Members of the public are invited to provide testimony at the SSTAC meeting, which will be held on Monday, May 11, 2020 from 10 a.m. until 12 p.m. This meeting will be held virtually in accordance with Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings issued by the California Department of Public Health. Council members will participate in the meeting virtually, while practicing social distancing, from individual remote locations. Members of the public who wish to participate in the meeting virtually, either via the internet or by telephone, may do so by visiting sandag.org/sstac and following the instructions on the meeting agenda.

Members of the public who are not able to participate in the Public Hearing are encouraged to provide testimony using an online comment card available at sandag.org/sstacomment or by calling (619) 699-1934 and leaving a message. Comments submitted via the online comment card or voicemail will be read by a SANDAG staff member during the Public Hearing and documented along with all other comments received during the Hearing.

ASOCIACIÓN DE GOBIERNOS DE SAN DIEGO (SANDAG, por sus siglas en inglés)

CONSEJO ASESOR DE SERVICIOS SOCIALES EN EL TRANSPORTE (SSTAC, por sus siglas en inglés)

AVISO DE REUNIÓN PÚBLICA

El Consejo Asesor de Servicios Sociales en el Transporte (SSTAC, por sus siglas en inglés) es un grupo asesor de la Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés). SSTAC consiste en 21 miembros que representan agencias de servicios sociales, individuos, transportistas y a la Agencia de Servicios de Transporte Consolidados (Consolidated Transportation Services Agency). El código California Public Utilities Code requiere que SSTAC lleve a cabo al menos una reunión pública cada año, para solicitar opiniones sobre las necesidades del transporte de adultos mayores, personas con discapacidades y personas con recursos limitados.

Se invita al público a ofrecer su testimonio en la siguiente reunión de SSTAC, la cual se llevará a cabo el lunes, 11 de mayo del 2020 de las 10 a.m. hasta las 12 p.m. Esta reunión se llevará a cabo virtualmente de acuerdo con la Declaración del Estado de Emergencia del Gobernador Newsom con respecto al brote de COVID-19, la Orden Ejecutiva N-29-20 y la Guía para Reuniones emitida por el Departamento de Salud Pública de California. Los miembros del Consejo participarán en la reunión virtualmente, mientras practican el distanciamiento social, desde ubicaciones remotas individuales. Los miembros del público que deseen participar en la reunión virtualmente, ya sea por la Red o por teléfono, pueden hacerlo a través de la página web sandag.org/sstac y pueden seguir las instrucciones en la agenda de la reunión.

Si un miembro del público no es capaz de participar en la Audiencia Pública, se le anima a brindar testimonio usando una tarjeta de comentario disponible en línea en sandag.org/sstacomment o llamando al (619) 699-1934 y dejando un mensaje. Las observaciones presentadas a través de la tarjeta de comentarios en línea o mensaje de voz serán leídas por un empleado de SANDAG durante la audiencia pública y se documentarán junto con todos los otros comentarios recibidos durante la audiencia.

California Communities

California Department of Public Health Guidance for the use of face coverings

Gavin Newsom & Sonia Y. Angell, MD, MPH, State Public Health Officer

Because of our collective actions, California has limited the spread of COVID-19 and associated hospitalizations and deaths in our state. Still, the risk for COVID-19 remains and the increasing number of Californians who are leaving their homes for work and other needs, increases the risk for COVID-19 exposure and infection.

Over the last four months, we have learned a lot about COVID-19 transmission, most notably that people who are infected but are asymptomatic or pre-symptomatic play an important part in community spread. The use of face coverings by everyone can limit the release of infected droplets when talking, coughing, and/or sneezing, as well as reinforce physical distancing.

This document updates existing CDPH guidance for the use of cloth face coverings by the general public when outside the home. It mandates that face coverings be worn state-wide in the circumstances and with the exceptions outlined below. It does not substitute for existing guidance about social distancing and handwashing.

Guidance
People in California must wear face coverings when they are in the high-

risk situations listed below:

- Inside of, or in line to enter, any indoor public space;1
- Obtaining services from the health-care sector in settings including, but not limited to, a hospital, pharmacy, medical clinic, laboratory, physician or dental office, veterinary clinic, or blood bank;2
- Waiting for or riding on public transportation or paratransit or while in a taxi, private car service, or ride-sharing vehicle;
- Engaged in work, whether at the workplace or performing work off-site, when:

- Interacting in-person with any member of the public;
- Working in any space visited by members of the public, regardless of whether anyone from the public is present at the time;

1 Unless exempted by state guidelines for specific public settings (e.g., school or childcare center) 2 Unless directed otherwise by an employee or healthcare provider

- Working in any space where food is prepared or packaged for sale or distribution to others;
- Working in or walking through common areas, such as hallways, stairways, elevators, and parking facilities;
- In any room or enclosed area where other people (except formembers of the person's own household

or residence) are present when unable to physically distance.

- Driving or operating any public transportation or paratransit vehicle, taxi, or private car service or ride-sharing vehicle when passengers are present. When no passengers are present, face coverings are strongly recommended.
- While outdoors in public spaces when maintaining a physical distance of 6 feet from persons who are not members of the same household or residence is not feasible.

The following individuals are exempt from wearing a face covering:

- Persons age two years or under. These very young children must not wear a face covering because of the risk of suffocation.
- Persons with a medical condition, mental health condition, or disability that prevents wearing a face covering. This includes persons with a medical condition for whom wearing a face covering could obstruct breathing or who are unconscious, incapacitated, or otherwise unable to remove a face covering without assistance.

- Persons who are hearing impaired, or communicating with a person who is hearing impaired, where the ability to see the mouth is essential for communication.
- Persons for whom wearing a face covering would create a risk to the person related to their work, as determined by local, state, or federal regulators or workplace safety guidelines.

- Persons who are obtaining a service involving the nose or face for which temporary removal of the face covering is necessary to perform the service.
- Persons who are seated at a restaurant or other establishment that offers food or beverage service, while they are eating or drinking, provided that they are able to maintain a distance of at least six feet away from persons who are not members of the same household or residence.

- Persons who are engaged in outdoor work or recreation such as swimming, walking, hiking, bicycling, or running, when alone or with household members, and when they are able to maintain a distance of at least six feet from others.
- Persons who are incarcerated. Prisons and jails, as part of their mitigation plans, will have specific guidance on the wearing of face coverings or masks for both inmates and staff.

Note: Persons exempted from wearing a face covering due to a medical condition who are employed in a job involving regular contact with others should wear a non-restrictive alternative, such as a face shield with a drape on the bottom edge, as long as their condition permits it.

Background
What is a cloth face covering?
A cloth face covering is a material that covers the nose and mouth. It can be secured to the head with ties or straps or simply wrapped around the lower face. It can be made of a variety of materials, such as cotton, silk, or linen. A cloth face covering may be factory-made or sewn by hand or can be improvised from household items such as scarves, T-shirts, sweatshirts, or towels.

How well do cloth face coverings work to prevent spread of COVID-19?
There is scientific evidence to suggest that use of cloth face coverings by the public during a pandemic could help reduce disease transmission. Their primary role is to reduce the release of infectious particles into the air when someone speaks, coughs, or sneezes, including someone who has COVID-19 but feels well. Cloth face coverings are not a substitute for physical distancing, washing hands, and staying home when ill, but they may be helpful when combined with these primary interventions.

When should I wear a cloth face covering?
You should wear face coverings when in public places, particularly when those locations are indoors or in other areas where physical distancing is not possible

How should I care for a cloth face covering?
It's a good idea to wash your cloth face covering frequently, ideally after each use, or at least daily. Have a bag or bin to keep cloth face coverings in until they can be laundered with detergent and hot water and dried on a hot cycle. If you must re-wear your cloth face covering before washing, wash your hands immediately after putting it back on and avoid touching your face. Discard cloth face coverings that:

- No longer cover the nose and mouth
- Have stretched out or damaged ties or straps
- Cannot stay on the face
- Have holes or tears in the fabric

Columbus statue placed in storage

The City of Chula Vista has placed in storage the Christopher Columbus statue that has been located at Discovery Park since 1991. The statue was removed out of public safety concerns. The statue was removed and stored early this morning.



On February 27, 2020, the Chula Vista Human Relations Commission approved a resolution to request the City Council consider the removal of the statue of Christopher Columbus (located at Discovery Park). Due to restrictions related to coronavirus, there

has not been an opportunity to hold a public forum for community dialogue. It is expected that the item will be brought forward for further public input and consideration.

Becerra joins multistate letter to Google and Apple expressing concerns regarding proliferation of unofficial contact tracing apps

SACRAMENTO – California Attorney General Xavier Becerra today joined a multistate letter to Google LLC and Apple Inc., expressing privacy concerns regard-

ing the proliferation of contact tracing apps on their platforms. The attorneys general expressed concern that these apps, which are intended to track the spread

of COVID-19, do not sufficiently protect consumers' personal information.

"While our communities continue (Continued on page 11)

SANDAG Releases Draft 2020 Coordinated Plan

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To view or download the draft Plan, please visit sandag.org/coordinatedplan. Comments will be accepted until 12 p.m. on July 16, 2020 via email at comment@sandag.org, by phone at (619) 699-1934, or by mail to SANDAG, Attn: Coordinated Plan, 401 B Street, Suite 800 San Diego, CA 92101. Comments submitted via the online comment card, voicemail, or mail will be read by a SANDAG staff member during the Public Hearing and documented along with all other comments received during the Hearing.

A Public Hearing on the Draft 2020 Coordinated Plan is scheduled for:

Friday, July 17, 2020, 9 a.m. at the Transportation Committee Meeting

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The Draft 2020 Coordinated Plan was prepared in collaboration with Metropolitan Transit System, North County Transit District, Caltrans District 11, the SANDAG Social Services Transportation Advisory Council, and the Consolidated Transportation Services Agency for San Diego County, along with input from social service agencies, citizens, stakeholders, and other transportation service providers.



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2020 Coordinated Plan

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SANDAG publica el Borrador del Plan Coordinado 2020

La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) anticipa el lanzamiento del borrador del Plan Coordinado 2020 para su revisión y comentarios en la próxima reunión del Comité de Transporte que se llevará a cabo el viernes, 19 de junio del 2020. El Plan proporciona un plan maestro quinquenal para la implementación de conceptos de transporte público y de servicios sociales en el transporte, conforme a San Diego Forward: El Plan 2019 de Transporte Federal y Regional (2019 Federal RTP). El Plan Coordinado permite que SANDAG continúe aportando fondos bajo varios programas cuya intención sea mejorar las opciones de transporte para personas de la tercera edad, personas con discapacidades y de bajos recursos.

Para ver o descargar el borrador del Plan, visite la página sandag.org/coordinatedplan (en inglés). Se aceptarán comentarios hasta las 12 p.m. del 16 de Julio de 2020, por correo electrónico a comment@sandag.org, por teléfono al (619) 699-1934, o por correo postal a las oficinas de SANDAG, Attn: Coordinated Plan, 401 B Street, Suite 800 San Diego, CA 92101. Todos los comentarios que se reciban a través de los comentarios en la red, por correo de voz, o correo postal serán leídos por un empleado de SANDAG durante la Audiencia Pública y documentados junto con todos los otros comentarios que se reciban durante la Audiencia.

Una Audiencia Pública sobre el borrador del Plan Coordinado 2020 está programada para:

Viernes, 17 de Julio de 2020 a las 9 a.m.
Reunión del Comité de Transporte

El público está invitado a brindar su testimonio durante la reunión. Los participantes están invitados a participar en la reunión de modo virtual, ya sea por la red o por teléfono, y lo pueden hacer a través de la pagina web de sandag.org donde pueden seguir las instrucciones en la agenda de la reunión.

El Borrador del Plan Coordinado 2020 fue preparado en colaboración con el Sistema Metropolitano de Transporte Público, el Distrito de Transporte Público del Condado Norte (North County Transit District), Caltrans Distrito 11, y el Consejo Asesor de Servicios Sociales en el Transporte de SANDAG (SANDAG Social Services Transportation Advisory Council) y la Consolidada de Servicios de Transporte para el Condado de San Diego (Consolidated Transportation Services Agency), junto con los aportes de agencias de servicios sociales, ciudadanos, partes interesadas y otros proveedores de servicios de transporte.

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STATE OF CALIFORNIA County of San Diego

The Undersigned, declares under penalty of perjury under the laws of the State of California: That he/she is the resident of the County of San Diego. That he/she is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years, and that he/she is not a party to, nor interested in the above entitled matter; that he/she is Chief Clerk for the publisher of

The San Diego Union-Tribune

a newspaper of general circulation, printed and published daily in the City of San Diego, County of San Diego, and which newspaper is published for the dissemination of local news and intelligence of a general character, and which newspaper at all the times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said City of San Diego, County of San Diego, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to, and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice of which the annexed is a printed copy, has been published in said newspaper in accordance with the instruction of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

June 17, 2020

I certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Dated in the City of San Diego, California
on this 17th of June 2020


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SANDAG Releases Draft 2020 Coordinated Plan

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Order ID: 7701221
Name: SANDAG CA11475256



Appendix B

FY 2019 Transit Services
and Programs

Appendix B provides a general overview of transit facilities, the transit management system, and supporting programs. Below is an outline of topics discussed in this appendix:

- B.1 Vehicles**
- B.2 Maintenance, Storage, and Fueling Facilities**
- B.3 In-Service Infrastructure**
- B.4 Passenger Facilities**
- B.5 San Diego Region Intelligent Transit Management System**
- B.6 Transit-supportive Programs**
- B.7 SANDAG Short-Range Transit Projects**

B.1 Vehicles

The MTS Bus fleet includes standard 40-foot buses, 45-foot over-the-road coaches, 60-foot articulated buses, and minibuses. Most of MTS’s buses are powered by compressed natural gas (CNG), plus six new battery-electric zero-emission buses. A select few remaining buses are diesel or gasoline-powered, while the minibus fleet is being converted to propane, also known as liquefied petroleum gas power. MTS also operates light-rail vehicles (LRVs) on MTS Trolley lines. NCTD operates heavy-rail vehicles, LRVs, standard buses, and minibuses. Table B.1 contains a vehicle inventory for each transit service.

Table B.1: FY 2019 Transit Operator Vehicles

Transit Service	Number of Vehicles	Number of Peak Vehicles	Type of Vehicle
MTS Bus	645	529	468 standard bus, 113 articulated bus, 24 over-the-road coach, 40 minibuses
MTS Trolley	149	103	94 low-floor LRVs, 52 high-floor LRVs, 3 Vintage LRVs
MTS Access	167	158	167 cutaways
MTS Subtotal	961	790	
NCTD BREEZE	142	132	142 standard bus
NCTD COASTER	35	24	7 locomotives, 28 heavy rail passenger car
NCTD SPRINTER	12	8	12 LRV
NCTD FLEX	9	7	9 cutaways
NCTD LIFT	53	32	21 minivans, 32 cutaways
NCTD Subtotal	251	203	
REGIONAL TOTAL	1,212	980	

Below is a glossary of transit vehicles, organized from largest to smallest in size, that serve the San Diego region.

NCTD COASTER (Heavy rail)

The COASTER is a commuter train. NCTD has 7 locomotives and 28 bi-level coaches.



MTS Trolley Light Rail Vehicle (LRV)

MTS operates three different types of LRVs: high-floor LRVs, low-floor LRVs, and vintage LRVs. High-floor LRVs are 81 feet in length and have seats for 64 people.

High-floor LRVs are equipped with wheelchair lifts located at one dedicated door at one end of each vehicle. High-floor LRVs have largely been replaced by low-floor LRVs, although they are still in operation.

Low-floor LRVs allow for level boarding and are equipped with bridge plate/ramps on two designated doors per car side. Low-floor LRVs are 81 to 91 feet in length and have seats for 60 to 68 people. Low-floor LRVs are available on the Orange, Sycuan Green, and UC San Diego Blue lines. MTS typically operates three-car trains with two low-floor LRVs on either end of the train and one high-floor LRV in the middle.

Vintage LRVs are used exclusively on the Silver Line. Two of the Vintage LRVs are 46 feet in length and have seats for 53 people; the third is an 81' high-floor LRV.



Low-floor LRV.



High-floor LRV.



Vintage LRV

NCTD SPRINTER Light Rail Vehicle

NCTD operates 12 light rail diesel multiple unit passenger trains.



MTS Bus (Articulated bus)

Articulated buses are 60 feet in length and have seats for 55 to 57 people. MTS operates articulated buses on the regional and *Rapid* routes with high ridership volumes. All are powered by CNG.



MTS Rapid Express (Over-the-road coach)

Over-the-road coaches are 45 feet in length and have seats for 53 people. They have compartments underneath the main cabin for bike or luggage storage. MTS operates over-the-road coaches on *Rapid Express* Routes 280 and 290. The current fleet of 24 diesel coaches are the last diesel-powered buses in MTS' fleet and will be replaced by CNG-powered coaches in mid-2020.



MTS Bus and NCTD BREEZE (Standard bus)

Standard buses are 30 to 40 feet in length and have seats for 27 to 37 people. All standard MTS buses are powered by CNG except for six battery-electric buses delivered in 2019. A majority of NCTD's buses are fueled by CNG, with a handful of diesel buses in the fleet.



MTS Bus, NCTD BREEZE, and NCTD FLEX (Minibus)

MTS Bus and NCTD BREEZE operate minibuses on local routes with low ridership volumes. NCTD FLEX also operates minibuses. Minibuses are 29 to 34 feet in length and have seats for 26 to 30 people.



MTS Access and NCTD LIFT (Cutaway)

MTS and NCTD both use cutaways for their paratransit services. Cutaways are 23 feet in length and have seats for 16 people with additional capacity for 4 wheelchair users.



NCTD LIFT (Minivans)

In addition to cutaway vehicles, NCTD LIFT operates minivans. Minivans have low-floor, ramp boarding for wheelchair users. Minivans can accommodate two to three ambulatory passengers and one wheelchair user.



B.2 Maintenance, Storage, and Fueling Facilities

In addition to vehicles, operating a public transportation system requires various supporting facilities and programs. Maintenance, storage, and fueling facilities ensure that vehicles are able to operate safely and reliably. In-service infrastructure, such as priority measures, allow transit vehicles to bypass congestion and maintain their schedules. Accessible, safe, and clean bus stops, shelters, and transit centers provide comfort and convenience to passengers.

► MTS Facilities

MTS Imperial Avenue Division

Located in Downtown San Diego, Imperial Avenue Division (IAD) is the central bus maintenance, operations, and administrative facility for directly operated routes. The 86,300 square-foot facility includes a training center, the MTS Information and Trip Planning Office, and the Compass Card Service Center. It also is a working division that has the capacity to park and maintain approximately 170 buses. IAD was a 100% CNG division until 2019 when six battery electric buses were added to the fleet. IAD provides full maintenance capabilities. Its repair area has 14 bays, and there are three service lanes/islands, which have the capability to service 25 buses per hour.



MTS Kearny Mesa Division

Kearny Mesa Division (KMD) opened in 1989. The 54,166-square-foot maintenance facility has the capacity to service and maintain approximately 145 buses. KMD is a 100% CNG division. KMD includes a body and paint shop.

MTS South Bay Division

Approximately 30% of the fixed-route bus transit fleet is located at South Bay Division (SBD), a 10.6-acre facility, which can accommodate 240 buses, including articulated buses, and has administration and maintenance buildings, a bus wash facility, and additional parking. From SBD, MTS operates routes throughout the region, but with a concentration in South Bay.

MTS East County Division

Expanded in 2016, this 5.5-acre parking and maintenance facility can store and service 120 buses and includes a new CNG fueling station, maintenance and administration buildings, and a bus wash. From East County Division, MTS operates fixed-route bus service primarily in the East County area, as well as rural bus services and *Rapid Express* routes.

MTS Copley Park Division

Copley Park Division (CPD) is located in Kearny Mesa off of State Route 52. From CPD, MTS operates fixed-route minibuses on lower volume routes and MTS Access. The facility currently houses 37 fixed-route vehicles and 167 paratransit vehicles.

MTS Light Rail Yard and Maintenance Facility Improvements

This facility has capacity to park up to 160 LRVs and maintain up to 215 LRVs. A yard control tower and LRV painting facility were added in 2000. There are 149 LRV vehicles are currently stored at this facility.

MTS San Ysidro Freight Rail Yard

The San Ysidro Freight Rail Yard has been at its current location since the early 1900s. Improvements to the facility were completed in 2016, and replaced aging rail infrastructure and expanded the facility's existing footprint to increase freight capacity and efficiency. The improvements included two new track extensions and a reconfiguration of the track within the rail yard to provide additional storage capacity (increasing capacity from 100 to 200 railcars) and the ability to switch rail cars outside of the constrained operating windows without interrupting Trolley service.

► NCTD Facilities

SPRINTER Operations Facility

The SPRINTER Operations Facility (SOF) houses the 12 SPRINTER LRVs, their maintenance workforce, the SPRINTER system dispatching, a BREEZE dispatcher to increase coordination between bus and rail, and the security control center. The 40,000-square-foot facility resides on approximately 14 acres in Escondido. The SOF contains several conference and training rooms as well as a storeroom that contains spare parts and consumables, such as fluids and filters. The yard contains five storage tracks, two of which extend through the maintenance shop and allow maintenance crews to access underneath and on top of trains via pits, suspended platforms, and overhead bridge cranes. One exterior yard track also contains the vehicle washer and two fuel dispensing stations. The SOF also contains ancillary areas such as restrooms, locker rooms, overhead cranes, exhaust systems, pits, and appropriate environmental facilities and protections for fluids, lubricants, hazardous materials, storm water runoff, and other elements supportive of a full maintenance shop.

NCTD West Division Facility

The West Division Facility is located on Via Del Norte in the City of Oceanside. The site has separate operations and maintenance facilities. The site houses the BREEZE West Division operations, the majority of LIFT operations, and includes a driver's break room, training room, and offices for supervisor staff. The maintenance building has 14 bus bays and is equipped to handle all light-duty and heavy-duty maintenance needs. The maintenance building also houses the district's main garage facility, the fleet maintenance department, and facility maintenance department. The West Division Facility includes parking for up to 120 buses, the majority of the supervisor and relief vehicles, 42 LIFT vehicles, and is equipped with both diesel and CNG fueling equipment.

NCTD East Division Facility

The East Division Facility is located on Norlak Avenue in the City of Escondido and houses the East Division operations and maintenance staff. The maintenance facilities are located primarily in one building with four service bays and a CNG fueling facility. The East Division facility is significantly smaller than the West Division Facility. An expansion of the East Division facility currently is in the planning and design phase.

NCTD Stuart Mesa Facility

Stuart Mesa Facility (SMF) is located on Camp Pendleton and houses massive and specialized COASTER rail equipment, including booms, cranes, lifts, and replacement parts. SMF includes a four-track freight yard that stores COASTER commuter trains as well as Metrolink trains. The maintenance facilities include a train washer, fueling station, outdoor inspection pit, and shop building. The shop building includes service pits, workshops, a storage facility, and administrative office areas.

B.3 In-Service Infrastructure

The existing transit system includes infrastructure to support and enhance the operation of transit service. Much of this infrastructure is considered transit priority treatments. Having transit priority treatments installed throughout the region helps promote faster and more reliable transit services.

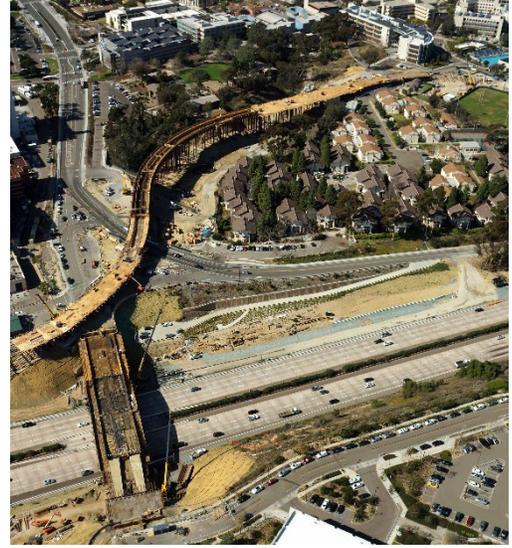
► Express Lanes and Direct Access Ramps

Express Lanes are barrier-separated freeway lanes that restrict use to carpools, vanpools, permitted clean air vehicles, transit vehicles, motorcycles, and single-occupancy vehicles who pay tolls using *FasTrak*[®]. Direct access ramps (DARs) are dedicated freeway on-ramps that provide direct access to Express Lanes. DARs and Express Lanes allow transit vehicles to avoid traffic congestion and reduce travel times. MTS operates several bus routes on Interstate 15 (I-15) Express Lanes, which use DARs to access stations at Escondido, Del Lago, Rancho Bernardo, Sabre Springs/Rancho Peñasquitos, and Mira Mesa. There also is a DAR located on Interstate 805 (I-805) at the Palomar Station to support the future South Bay *Rapid* Route 225.

► Dedicated Guideways

The MTS Trolley, NCTD COASTER, and NCTD SPRINTER all operate on rail lines that are fixed guideways, dedicated for transit use, and separated from other modes of transportation. There are portions of the rail network, such as the Trolley light rail tracks in Downtown San Diego, that run adjacent to vehicular traffic. Other portions are completely separated from vehicular traffic, such as the COASTER heavy rail lines. As a part of the Mid-Coast Trolley project, which extends the UC San Diego Blue Line from Old Town to the UC San Diego campus and University Town Center (UTC), SANDAG is constructing fixed guideways, including elevated guideways and at-grade and aerial station platforms.

Bus-only lanes are dedicated guideways that help buses maintain on-time performance by restricting other types of vehicles from using the designated lanes. A bus-only lane is located at the north end of Downtown San Diego where 11th Avenue flows into northbound State Route 163 (SR 163). It allows bus service to bypass congestion prior to the merge of SR 163 and Interstate 5 (I-5). *Rapid* 215 uses a dedicated guideway along the center of Park Boulevard between El Cajon Boulevard and University Avenue, separated from vehicular traffic by mountable curbs and landscaping. In January 2020, additional improvements to *Rapid* 215 were completed to include the Boulevard Bus Way, a three-mile dedicated bus lane along El Cajon Boulevard between Park Boulevard and Fairmount Avenue. The Mid-City Centerline *Rapid* Transit Stations project built dedicated guideways within the existing median of SR 15 from just north of I-805 to just south of Interstate 8 (I-8). The dedicated guideway and Centerline stations opened in March 2018 with the goal of improving on-time performance on *Rapid* 235. In January 2019, MTS began operating the South Bay *Rapid* Route 225 along a nearly six-mile-long transit-only dedicated guideway lane in the median of East Palomar Street and along Eastlake Parkway in Chula Vista. That guideway facility also includes five stations.



▶ Transit Signal Priority

Transit signal priority (TSP) uses technology to facilitate the movement of transit vehicles through traffic-signal-controlled intersections by allowing transit vehicles to request priority. Devices on the bus and at the traffic signal communicate with each other to extend a green light or shorten a red light to reduce dwell times for transit vehicles at traffic signals. TSP is employed on C Street, Park Boulevard, and Commercial Street in San Diego to facilitate Trolley movements. It also is incorporated into the Escondido BREEZE *Rapid* Route 350, *SuperLoop Rapid* (MTS Routes 201/202, and 204), and segments of *Rapid* Routes 215, 225, 235, and 237.

▶ Queue Jumps

Queue jumps allow transit priority access through congested intersections by allowing transit vehicles to pass queued vehicles through a dedicated transit signal display. These queue jumps allow buses to depart from the bus stop and cross traffic lanes prior to the flow of traffic. In the MTS service area, queue jumps exist in San Diego on southbound 4th Avenue at E Street, eastbound Broadway at 3rd Avenue, and eastbound Taylor Street at Pacific Highway (to enter the Old Town Transit Center); and in Chula Vista on westbound H Street at I-805 and on northbound 3rd Avenue at G Street. The *Rapid* Route 215 dedicated guideway on Park Boulevard also uses queue jumps at University Avenue and Howard Avenue. In the NCTD service area, a queue jump is located on Valley Parkway at Centre City Parkway and is used by BREEZE *Rapid* Route 350.

▶ Bus Pads

Concrete pads at transit stops are constructed and/or specified by local jurisdictions as a pavement-management measure to reduce roadway wear and tear. These reduce street repair costs and help make transit stops more accessible for buses. MTS and NCTD can work with the local jurisdictions to identify locations that might benefit from the installation of a concrete pad. Several hundred pads exist in the region.

▶ Turnouts

Turnouts are areas where buses can pull out of the flow of traffic to on-board and off-board passengers. They are generally not promoted due to the difficulty of the buses to re-enter traffic. However, there are instances, particularly where buses lay over, in which a turnout can increase safety by removing the bus from the path of free-flow traffic.

▶ Preferential Traffic Restrictions

Preferential traffic restrictions consist of traffic control measures that are waived for transit vehicles to improve their operations, or to help them avoid traffic congestion. The simplest example is the use of red curbs at bus stops. Another approach that has worked well is exempting buses from traffic restrictions such as right- or left-turn prohibitions.

B.4 Passenger Facilities

Passenger facilities include transit stops, stations, or centers and the associated transit amenities, such as benches, shelters, wayfinding signage, and ticket vending machines. Support facilities may include Park & Ride, bike parking, and other facilities that support the use of transit stations.

► Bus Stops

Bus stops range in complexity. While some stops are marked with only a pole and bus stop sign, others contain passenger facilities such as benches and shelters. MTS bus routes collectively serve approximately 4,200 bus stops within the MTS service area. NCTD BREEZE routes collectively serve over 1,600 bus stops. For both operators, the process of adding and deleting stops from the system is continuous. A route change may cause the discontinuation of a stop, while a new development may trigger the need for a new stop.

MTS

Shelters provide transit route information, lighting, and protection from wind, sun, and rain. The MTS transit shelter program currently has approximately 500 shelters throughout the Cities of San Diego, Imperial Beach, La Mesa, National City, and Santee. These shelters are placed at various stops, typically at high-ridership locations. Redevelopment projects often require temporary removal or relocation of these shelters. MTS recently completed the replacement of all its old shelters with new, updated, and solar-powered shelters.

The MTS transit shelter program is funded through the sale of advertising space provided within the transit shelters and is therefore provided at no cost to the public, MTS, or the participating cities. Transit shelters with advertising have been permitted in commercial, industrial, and multifamily housing areas. However, in sensitive areas where advertising is not compatible with adjacent property use, transit shelters without advertising have been installed. There are sites that are not compatible with the installation of shelters at all, such as locations with insufficient sidewalk width. As development or capital projects modify public right-of-way, there may be opportunities to install infrastructure that supports bus shelters.

MTS also has a bus bench program, with approximately 1,500 benches installed throughout its jurisdiction. Similar to the shelter program, installation and maintenance of the benches is supported by advertising. In 2017, MTS completed the replacement of all its previous plastic benches with new metal benches that are more modern and narrower to allow installation in locations with more limited right-of-way.

NCTD

NCTD is currently improving bus stops with ADA-compliant boarding pads and installing and/or replacing benches and shelters as needed. Some bus stop facilities are owned and maintained by NCTD, while others are owned and maintained by individual cities, developers, homeowner associations, or other private groups.

In the rural and unincorporated areas NCTD serves, bus stop improvement program funds have been used to pour ADA-compliant bus pads, build retaining walls, pave road shoulders, and install benches, shelters, and on-demand solar lighting at up to 200 bus stop locations.

► MTS Trolley Stations

MTS maintains a total of 55 Trolley stations, most of which consist of two platforms, a large shelter, supplementary smaller shelters, information signage, and ticket vending machines. Most of the Trolley stations include facilities for connecting bus routes, with the largest of these stations designated as transit centers (discussed below). Parking is available at some stations either in an adjacent free Park & Ride lot or at a nearby paid parking facility.

► NCTD COASTER Stations

The COASTER serves eight stations located at Oceanside, Carlsbad (two stations), Encinitas, Solana Beach, Sorrento Valley, Old Town Transit Center, and Downtown San Diego. Free parking lots are provided at each of the COASTER stations except Santa Fe Depot in Downtown San Diego.

In March 2018, SANDAG and NCTD began construction on the Poinsettia Station Improvements, which replaces two at-grade rail crossings with a pedestrian undercrossing, lengthened the new platforms to 1,000 feet and elevated the platforms 15 inches to accommodate longer trains and facilitate level boarding and easier access; installed fencing between the tracks to allow passengers to board different trains at the same time and allow passing trains to move through the station while other trains are boarding; and features newly installed platform canopies and updated station signage and lighting. This project was completed in February 2020.

► NCTD SPRINTER Stations

The SPRINTER serves a total of 15 stations between Oceanside and Escondido along the Highway 78 corridor. Amenities at SPRINTER stations vary significantly based on location, boarding volumes, and relationship to the BREEZE bus network. Four SPRINTER stations are located adjacent to an off-street bus transfer center: the Escondido, Palomar, Vista, and Oceanside stations. These stations are designed to accommodate higher passenger boarding volumes with surface auto and bike parking, bus stop islands, and passenger waiting areas. All stations include seating, shade canopies, level boarding, ticket vending machines, and security video surveillance technologies.



► Transit Centers

Major off-street passenger stations are situated at high-volume boarding and transfer locations. The region's existing bus transit centers are listed below.

Bus Only	
▪ Plaza Bonita	▪ Plaza Camino Real
▪ Parkway Plaza (El Cajon)	▪ Kearny Mesa (<i>Rapid</i> Stations on street)
▪ Southwestern College	▪ I-15 <i>Rapid</i> Stations at Escondido, Del Lago, Rancho Bernardo, Rancho Peñasquitos / Sabre Springs, and Mira Mesa / Miramar College
▪ UTC Transit Center	▪ Gilman Transit Center (UC San Diego)
▪ San Luis Rey	▪ Virginia Avenue (San Ysidro)
▪ Boulevard Transit Plaza	▪ Otay Mesa
▪ City Heights Transit Plaza	▪ Grossmont College
▪ North County Fair	

Bus and Rail	
▪ E Street Transit Center	▪ Old Town Transit Center
▪ H Street Transit Center	▪ Santee Town Center
▪ Iris Avenue Transit Center	▪ Encinitas COASTER Station
▪ San Ysidro Transit Center	▪ San Diego State University Transit Center
▪ City College Transit Center	▪ Carlsbad Village COASTER Station
▪ El Cajon Transit Center	▪ Vista Transit Center
▪ 24th Street Transit Center	▪ Palomar College Transit Center
▪ 8th Street Transit Center	▪ Sorrento Valley COASTER Station
▪ Solana Beach COASTER Station	▪ Carlsbad Poinsettia COASTER Station
▪ Escondido Transit Center	▪ Euclid Avenue Transit Center
▪ Oceanside Transit Center	▪ Palomar Street Transit Center
▪ Sorrento Valley Coaster Station	▪ Fashion Valley Transit Center
▪ 70th Street Trolley Station	▪ Grantville Transit Center
▪ Grossmont Transit Center	▪ Spring Street Trolley Station
▪ 12th & Imperial Transit Center	

► Park & Ride Facilities

Park & Ride facilities are parking lots that allow commuters to leave their vehicles and transfer to a transit service, carpool, or vanpool. Park & Ride lots are located along regional transit routes such as the COASTER, SPRINTER, Trolley, and *Rapid* service, as well as freeway on-ramps and DARS to Express Lanes. Park & Ride facilities are owned and/or operated by several different agencies, including SANDAG, Caltrans, MTS, NCTD, local jurisdictions, or private partners.

► Bike Access

All transit services allow for the transport of bikes. Standard and articulated buses are equipped with front-mounted racks that hold up to two bikes. The over-the-road coaches used on the *Rapid Express* routes have compartments underneath the bus for bike or luggage storage. SPRINTER and Trolley cars have designated areas for bikes. COASTER train cars have stalls for securing bikes. Permits are not required to take a bike on the bus, Trolley, COASTER, or SPRINTER. However, Amtrak requires reservations for travel with a bike, so people taking advantage of the Rail 2 Rail® program need to make a bike reservation prior to riding Amtrak with a bike.

Several transit stations have bike lockers. There are currently more than 60 locations at Trolley stations, COASTER, and SPRINTER stations, I-15 *Rapid* transit stations, and some Park & Ride lots. There are three types of bike parking available – mechanical lockers, electronic lockers, and a secure group bike parking facility at the Sabre Springs/Peñasquitos Transit Station.

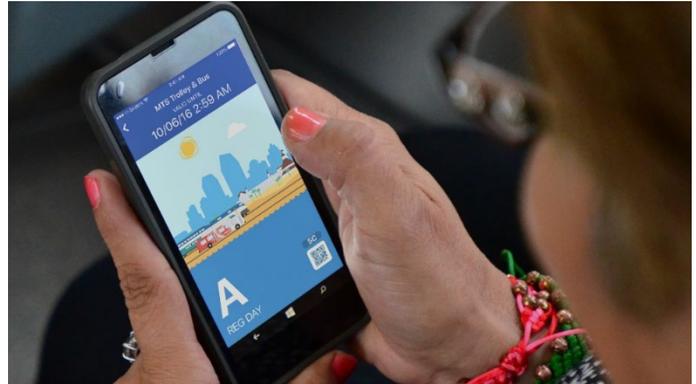


B.5 San Diego Region Intelligent Transit Management System

SANDAG has collaborated with the transit operators, Caltrans, and other agencies to develop innovative public transportation projects that provide much-needed technological advancements for public transit in San Diego County.

► Compass Card and Compass Cloud

The San Diego region has a single, regional, integrated, and uniform fare-collection system that uses smart card technology. A Compass Card can be used on all MTS and NCTD services, allowing for seamless travel throughout the region. The Compass Card also provides more accurate transit data, which helps improve service planning and monitoring. The mobile application Compass Cloud was unveiled in April 2017 and allows passengers to purchase a fare and ride at any time. In October 2017, stored value on compass cards was introduced. Stored value allows customers to load their Compass Card with cash and purchase a ticket by tapping a Compass Card reader, which then deducts the fare from the stored value.



► Fare Policy

A uniform fare structure increases the convenience of transit for the public and is an important tool for coordinating the regional public transportation system. Per Senate Bill 1703, SANDAG is responsible for developing a regional fare policy, including setting fares for transit services in the region. SANDAG Board Policy No. 029 establishes the Regional Fare Policy and Comprehensive Fare Ordinance. First approved by the SANDAG Board of Directors in 2006, SANDAG Board Policy No. 029 has since been amended in 2007, 2008, 2009, 2011, 2014, and 2019.

MTS and NCTD currently have an adopted transfer agreement that allows for riders to transfer between the two service areas (MTS and NCTD then share the revenues accordingly through the agreement). In addition, NCTD has transfer agreements with Amtrak and Metrolink. These agreements not only help to create seamless travel throughout the system within the SANDAG jurisdiction, but also help link our system to bordering communities and cities. Additionally, specific regional transit fares have been added to allow travelers to cross transit jurisdictional boundaries without the need of multiple fares or transfer tickets.

► Regional Transit Management System

MTS and NCTD also have partnered in deploying core elements of an Intelligent Transportation System (ITS). The project, referred to as the Regional Transit Management System (RTMS), includes implementation of a state-of-the-art communication system capable of supporting Automatic Vehicle Location (AVL) for all fixed-route services. A new regional computer-aided dispatch system has been integrated with AVL to provide more efficient operations and improve service, reliability, and safety. Automated Passenger Counters (APCs) also are an important part of the RTMS project. APC-equipped transit vehicles, using a variety of technologies, including lasers, can accurately and effectively

count each boarding and alighting from the transit vehicle. This information is provided to the National Transit Database and helps transit planners with needed information to adjust schedules and vehicle assignments as needed. Another key component of the system is its ability to interface with the existing regional telephone information system and the region's internet-based trip planner to provide seamless updates for timely and accurate customer information. Customers can access real-time and scheduled information about MTS bus routes and the Trolley via the OneBusAway App for smartphones.

► Buses on Shoulders

The Bus on Shoulders (BOS) project is envisioned to deliver an innovative demonstration of BOS operations on seven miles of existing freeways using state-of-the-art technology for driver assistance, such as lane-departure technology, blind spot detection, and forward collision warning, as well as vehicle-to-infrastructure communications. The project is anticipated to improve schedule reliability by allowing authorized transit buses to drive on the freeway shoulder, during specific operating conditions, with minimal physical improvements to the roadway. Safety will be improved by vehicle-to-infrastructure communications allowing transit vehicles to hold ramp meters when the bus is approaching the conflict zone. The project is in development along I-805 between SR 54 and SR 94 and along SR 94 between I-805 and Downtown San Diego, and is expected to begin operations in 2021.

B.6 Transit-supportive Programs

SANDAG, MTS, and NCTD have developed a variety of transit-supportive programs and activities that help improve and maintain the integrity of the existing transit system.

▶ Safe Routes to Transit

Safe Routes to Transit refers to safe and comfortable access in the areas surrounding transit stations and stops, for transit riders who walk or bike to transit. In April 2011, the SANDAG Board of Directors authorized staff to begin development of a regional Safe Routes to Transit program as part of the initial implementation of “Riding to 2050,” the San Diego Regional Bicycle Plan. Later that year, the 2050 Regional Transportation Plan called for the preparation of a Safe Routes to Transit Regional Plan. Appendix A Table A.1 of the San Diego Forward: The 2019 Federal Regional Transportation Plan funds over \$1 million in Safe Routes to Transit improvements at new transit stations. Improvements can include, but are not limited to, streetscape enhancements, bike and pedestrian facilities improvements, bus stop and station enhancements, wayfinding signage, and better bike amenities on-board transit.

▶ Juror Transit Ticket Program

More than 35,000 jurors in San Diego County now use public transportation each year to get to and from jury duty. San Diego is the first region in the country to create this unique partnership between the courts and the public transportation system. Thanks to an award-winning program, almost half of San Diego jurors take transit to the courthouse. The free transit tickets are made possible through a partnership between the San Diego Superior Court, MTS, NCTD, and the Air Pollution Control District.

▶ Public Information and Customer Service

Printed Materials

Both transit operators have developed a comprehensive set of printed materials to explain and promote their services. Additionally, SANDAG and the transit operators produce the Regional Transit Map that showcases all transit services in the region.

MTS offers route timetables online, on buses, and at other select locations. Several other publications, including “Take One” rider notices and the MTS Express Newsletter, are distributed aboard transit vehicles and highlight upcoming service changes, detours related to special events and construction, or public hearings on major service changes.

NCTD publishes a comprehensive Rider’s Guide, which includes a route finder, individual route maps and schedules, service changes, and customer service information. The printing of new Rider’s Guides coincides with service changes that take place two times a year. Rider Guides can be found on the buses, at each of the transit centers, at schools and libraries, and at NCTD headquarters. Separate COASTER and SPRINTER brochures are also printed and can be obtained on the COASTER and SPRINTER trains, at all transit centers, and at NCTD headquarters.

Websites

Transit users can access various websites to obtain information about transit services and transportation in the San Diego region.

MTS and NCTD

MTS and NCTD both maintain their own websites (sdmts.com and gonctd.com, respectively). These sites provide fares, schedules, rider alerts, and other information pertaining to MTS and NCTD services. The websites also provide administrative information on the two Board of Directors, meetings, agendas, and employment opportunities.

511 San Diego (511sd.com) is the San Diego region's one-stop travel information resource. The website provides information on transit routes, schedules, and fare; bike facilities; *FasTrak* tolls; real-time traffic conditions, incidents, and driving times; and border-crossing times. The service is managed by a partnership of public agencies led by SANDAG, the California Highway Patrol, Caltrans, MTS, and NCTD.

iCommute

The iCommute website (511sd.com/iCommute) provides a gateway to commuting choices, including transit, that are available in the San Diego region. iCommute is managed as part of the 511 transportation information program.

Google Maps

Passengers may use Google Maps to get real-time routing information for MTS and NCTD transit services directly on their smart phone or computer.

Keep San Diego Moving

Keep San Diego Moving (keepsandiegomoving.com) is a website that provides construction updates about current projects funded by *TransNet*. This includes identified Early Action Projects with a ten-year completion timeline.

Shift San Diego

Shift San Diego (shiftsandiego.com) is a joint initiative by SANDAG and Caltrans to provide a centralized source of information for Golden Triangle area residents, commuters, and employers impacted by the construction of nearly 50 major public, private, and transportation infrastructure projects in the area. Shift San Diego includes an interactive construction map and information on transportation solutions to ease daily commutes.

TransNet Dashboard

The *TransNet* Dashboard website (TransNetTrip.com) monitors the schedules and budgets for projects funded by *TransNet*. This project and program management tool provides up-to-date schedule, budget, and expenditure information. Data can be observed at the program, corridor, or project segment level.

Mobile Applications and Other Media

MTS and NCTD riders can use the OneBusAway mobile application to receive real-time and schedule information for most bus routes and schedule information for rail lines. MTS riders also can text the five-digit stop ID to GOMTS (46687) to receive next arrival times for all the routes at a given stop. MTS provides service alerts via Twitter and Facebook (@sdmts). NCTD also provides service alerts via Twitter and Facebook (@GoNCTD).

Phone

Both transit operators offer customer service via telephone. MTS's Information and Trip Planning Office ([619] 233-3004) is available seven days a week (Monday through Friday, 5:30 a.m. to 8:30 p.m., and weekends 7 a.m. to 7 p.m.). MTS's Customer Service office ([619] 557-4555) is open Monday through Friday from 8 a.m. to 5 p.m. The NCTD customer service line ([760] 966-6500) is available Monday through Friday from 7 a.m. to 7 p.m. and Saturday and Sunday from 8 a.m. to 5 p.m. The operator-assisted systems provide full transit information (route, schedule, fare, and travel itinerary) to callers. Callers also can report an issue or file a complaint via the customer service phone line. Information is available in English and Spanish.

Information through 511 (see above) is also be accessed via phone 24 hours a day, seven days a week. 511 also provides a direct connection to a roadside assistance call center that can connect stranded motorists to police, fire, ambulance, towing, and other service personnel.

In-person

Both MTS and NCTD have transit stores where people can access transit information and purchase transit passes. The Transit Store, operated by MTS, is located in Downtown San Diego at the 12th and Imperial Transit Center. The facility is open Monday through Friday from 8 a.m. to 5 p.m. and closed weekends and holidays. Staff at The Transit Store provide visitor information; sell all forms of fare media; provide transit information; issue senior, disabled, and youth identification cards; distribute informational materials; and handle lost-and-found articles. NCTD operates the Oceanside Transit Store, Vista Transit Center, and Escondido Transit Center. The Oceanside Transit Store is NCTD's main customer service facility. The Oceanside Transit Store and Escondido Transit Center are open Monday through Friday from 7 a.m. to 7 p.m. and 8 a.m. to 5 p.m. on holidays. The Vista Transit Center is open Monday through Friday from 8 a.m. to 5 p.m.

B.8 SANDAG Short-Range Transit Projects

SANDAG currently is developing several key transit projects which will be implemented over the next five years. These projects are discussed and included in the Regional Service Implementation Plan included in Chapter 9 of the Coordinated Plan. These transit projects and services are included in the Program of Projects Expenditure Plan in the *TransNet* sales tax extension approved by the San Diego County voters in November 2004. As these projects are implemented, existing duplicative services will be restructured to provide complimentary feeder and collector service or to address other unmet needs included in the Coordinated Plan. The budget worksheets for South Bay *Rapid*, Mid-Coast Light Rail Transit, and the Downtown Multiuse and Bus Stopover Facility projects (as included in the SANDAG FY 2021 Program Budget) are included online at sandag.org/budget.

Additionally, SANDAG is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP). The RTIP is a multi-billion-dollar, multi-year program of proposed projects for major transportation projects in the San Diego region. Transportation projects funded with federal and state dollars, as well as *TransNet*, the San Diego transportation sales tax program, must be included in an approved RTIP. The programming of locally funded projects also may be programmed at the discretion of the agency. The most recent RTIP was approved by the Board of Directors on September 28, 2018. The Final 2018 Regional Transportation Plan can be viewed online at sandag.org/rtip.



Appendix C

FY 2019 RS RTP

Route Statistics and Historical Data

MTS FIXED – ROUTE BUS SERVICE – FY 2019 TRANSIT SERVICE DATA

OPERATIONS DATA

Route	Type of Route	Days of Operation	Operating Hours (Weekday)	Frequency (Minutes)			Vehicles		One Way Length (Miles)
				Peak	Base	Night	Base	Peak	
1	Urban Frequent	Monday - Sunday	4:49A - 12:28A	15	15	30	10	11	12.3
2	Urban Frequent	Monday - Sunday	4:24A - 1:07A	12	15	30	6	10	5.8
3	Urban Frequent	Monday - Sunday	4:40A - 12:15A	12	12	30	10	11	9.4
4	Urban Standard	Monday - Sunday	4:43A - 11:49P	30	30	30	4	5	11.1
5	Urban Frequent	Monday - Sunday	4:46A - 11:26P	12	12	30	4	5	4.7
6	Urban Frequent	Monday - Sunday	5:25A - 11:29P	15	15	30	4	4	4.5
7	Urban Frequent	Monday - Sunday	4:29A - 2:08A	10	10	15	13	21	11.8
8	Urban Frequent	Monday - Sunday	5:27A - 12:35A	20	20	30	5	5	5.9
9	Urban Frequent	Monday - Sunday	5:46A - 9:28P	20	20	30	4	4	7.2
10	Urban Frequent	Monday - Sunday	4:45A - 12:22A	12	15	30	8	10	9.2
11	Urban Frequent	Monday - Sunday	4:37A - 11:07P	15	15	30	16	22	20.7
12	Urban Frequent	Monday - Sunday	4:29A - 11:44P	7.5/15	15	30			
13	Urban Frequent	Monday - Sunday	4:38A - 12:08A	12	12	30	10	10	12.4
14	Urban Standard	Monday - Friday	5:45A - 7:24P	60	60	----	2	2	9.6
18	Circulator	Monday - Friday	7:08A - 5:30P	30	30	----	1	1	7.5
20	Express	Monday - Sunday	4:57A - 10:17P	15/30	30	30	7	11	28.9
25	Circulator	Monday - Friday	6:21A - 7:09P	60	60	----	2	2	13.7
27	Urban Standard	Monday - Saturday	5:37A - 9:55P	30	30	60	4	4	8.5
28	Urban Standard	Monday - Sunday	5:15A - 11:15P	15/30	30	30	2	4	3.4
30	Urban Frequent	Monday - Sunday	4:49A - 12:44A	15	15	30	14	15	22.2
31	Urban Standard	Monday - Friday	5:38A - 6:58P	30	----	----	----	3	7.9
35	Urban Frequent	Monday - Sunday	5:09A - 11:18P	15	15	30	3	6	4.5
41	Urban Frequent	Monday - Sunday	5:21A - 11:41P	7.5/15	15	30	7	8	12.2
44	Urban Frequent	Monday - Sunday	4:24A - 12:06A	7.5/15	15	30	8	8	11
50	Express	Monday - Friday	5:26A - 7:18P	30	----	----	2	6	15
60	Express	Monday - Friday	5:09A - 6:50P	20/30	----	----	----	4	17.5

Route	Type of Route	Days of Operation	Operating Hours (Weekday)	Frequency (Minutes)			Vehicles		One Way Length (Miles)
				Peak	Base	Night	Base	Peak	
83	Circulator	Monday - Friday	6:11A - 6:53P	60	60	----	1	1	7.1
84	Circulator	Monday - Friday	6:13A - 6:06P	60	60	----	1	1	6.4
88	Circulator	Monday - Saturday	5:55A - 9:21P	30	30	30	1	1	3
105	Urban Standard	Monday - Sunday	5:10A - 10:32P	30	30	60	4	4	11.8
110	Express	Monday - Friday	6:02A - 6:10P	20/30	----	----	----	3	19.8
115	Urban Standard	Monday - Sunday	6:00A - 10:31P	30	30	60	4	4	11.7
120	Urban Frequent	Monday - Sunday	5:01A - 11:50P	15/30	15/30	30	7	7	12.7
150	Express	Monday - Saturday	5:00A - 9:45P	7.5/15/30	30	30	2	13	16.1
201/202	Rapid	Monday - Sunday	5:45A - 10:34P	5	10	15	5	7	6.1
204	Rapid	Monday - Friday	5:48A - 10:07P	30	30	30	1	1	3.1
215	Rapid	Monday - Sunday	4:28A - 1:42A	10	15	30	9	13	10
225	Rapid	Monday - Sunday	4:28A - 1:42A	15	30	30	9	13	10
235	Rapid	Monday - Sunday	4:40A - 11:51P	15	15	30	7	14	38.6
237	Rapid	Monday - Friday	5:27A - 7:54P	15	----	----	----	8	19.2
280	Rapid Express	Monday - Friday	5:00A - 6:57P	15	----	----	----	8	33.6
290	Rapid Express	Monday - Friday	5:15A - 6:42P	10	----	----	----	9	25.1
701	Urban Frequent	Monday - Sunday	5:34A - 11:05P	15	15	45	7	7	8.5
704	Urban Standard	Monday - Sunday	5:21A - 9:54P	30	30	60	5	6	13.7
705	Urban Standard	Monday - Saturday	6:05A - 10:40P	30/60	30/60	60	3	3	9.3
707	Urban Standard	Monday - Friday	8:34A - 7:26P	30	30	----	1	1	6.7
709	Urban Frequent	Monday - Sunday	4:58A - 10:56P	7.5/15	15	30	6	9	14.7
712	Urban Frequent	Monday - Sunday	5:01A - 10:35P	15	15	60	6	9	7.9
815	Urban Frequent	Monday - Sunday	5:17A - 9:33P	15	15	30	4	4	4.2
816	Urban Standard	Monday - Friday	5:45A - 7:09P	30	30	----	3	3	7.4
832	Urban Standard	Monday - Sunday	6:19A - 7:00P	60	60	----	1	1	6.9
833	Urban Standard	Monday - Sunday	5:41A - 6:12P	35-45	35-45	----	2	2	7.5
834	Urban Standard	Monday - Friday	6:33A - 3:30P	60	60	----	----	2	14.4
838	Urban Standard	Monday - Sunday	5:48A - 8:42P	60	60	60	2	2	

Route	Type of Route	Days of Operation	Operating Hours (Weekday)	Frequency (Minutes)			Vehicles		One Way Length
				Peak	Base	Night	Base	Peak	(Miles)
848	Urban Standard	Monday - Sunday	4:23A - 10:21P	30	30	60	3	3	7.8
851	Circulator	Monday - Friday	5:18A - 6:59P	60	60	----	1	2	7.4
852	Urban Standard	Monday - Sunday	5:05A - 10:54P	30	30	30			
854	Urban Standard	Monday - Saturday	5:40A - 10:12P	30/60	30/60	60	2	2	5.6
855	Urban Standard	Monday - Sunday	5:05A - 10:54P	30	30	60	2	2	4.9
856	Urban Standard	Monday - Sunday	4:27A - 11:10P	30	30	60	5	6	16.4
864	Urban Standard	Monday - Sunday	5:11A - 10:37P	30	30	60	5	5	22
872	Urban Standard	Monday - Friday	6:49A - 7:43P	30	30	30	1	1	6
874/875	Urban Standard	Monday - Sunday	5:11A - 10:03P	30	30	60	4	5	11.2
901	Urban Frequent	Monday - Sunday	4:38A - 2:20A	15	30	60	6	13	19.9
904	Urban Standard	Monday - Sunday	9:43A - 6:43P	60	60	----	1	1	2.6
905	Urban Standard	Monday - Sunday	4:15A - 9:23p	15/30	30	30	3	6	9.5
906/907	Urban Frequent	Monday - Sunday	3:55A - 3:16A	15	15	30	8	9	3.8
909	Circulator	Monday - Friday	5:18A - 6:59P	60+	60+	60+	8	9	3.8
916/917	Urban Standard	Monday - Saturday	5:10A - 10:27P	30/60	30/60	60	2	3	11.6
921	Urban Standard	Monday - Sunday	5:29A - 7:46P	30	30	----	4	4	9.9
923	Urban Standard	Monday - Saturday	5:41A - 7:26P	30	30	----	4	4	8.2
928	Urban Standard	Monday - Sunday	4:47A - 10:00P	30	30	60	4	4	9.6
929	Urban Frequent	Monday - Sunday	4:25A - 2:50A	12	15	30	14	17	14.8
932	Urban Frequent	Monday - Sunday	4:22A - 12:21A	15	15	60	9	10	10.6
933/934	Urban Frequent	Monday - Sunday	4:41A - 1:32A	12	15	60	10	14	15.6
936	Urban Frequent	Monday - Sunday	4:55A - 10:27P	30	30	30	4	4	8.6
944/945	Urban Standard	Monday - Saturday	5:04A - 8:22P	30	30	----	5	6	13.9
950	Express	Monday - Sunday	4:30A - 9:46P	12/20	20	30	2	3	8.4
955	Urban Frequent	Monday - Sunday	4:41A - 11:35P	12	12	30	9	9	9.9
961	Urban Frequent	Monday - Sunday	5:00A - 10:32P	15/30	15/30	60	5	5	9.5
962	Urban Standard	Monday - Sunday	5:21A - 10:47P	15	15	30	3	3	8
963	Urban Standard	Monday - Friday	5:24A - 10:09P	30	30	60	3	3	5.4

Route	Type of Route	Days of Operation	Operating Hours (Weekday)	Frequency (Minutes)			Vehicles		One Way Length
				Peak	Base	Night	Base	Peak	(Miles)
964	Circulator	Monday - Friday	5:45A - 8:17P	30	30	----	3	3	7.5
965	Circulator	Monday - Saturday	5:00A - 8:56P	35-45	35-45	35-45	1	1	6.4
967	Urban Standard	Monday - Saturday	5:07A - 9:33P	60	60	60	1	1	8.9
968	Urban Standard	Monday - Saturday	4:43A - 9:07P	60	60	60	1	1	10.2
992	Urban Frequent	Monday - Sunday	5:01A - 11:40P	15	15	30	4	4	8

MTS FIXED-ROUTE BUS SERVICE – FY 2019 TRANSIT SERVICE DATA

BASE STATISTICS AND PERFORMANCE INDICATORS

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/Revenue Mile	Operating Cost/Revenue Hour	Revenue Miles/Revenue Hours	Total Passengers/Revenue Mile	Subsidy per Boarding	Weekday Average Trip Length (Miles)	Passenger Miles
1	\$2,876,678	\$1,121,617	\$1,755,061	1,106,014	555,249	442,297	49,344	39.0%	\$6.50	\$58.30	9.0	2.5	\$1.59	2.91	3,238,649
2	\$4,129,606	\$827,897	\$3,301,709	846,251	310,956	267,612	34,662	20.0%	\$15.43	\$119.14	7.7	3.2	\$3.90	2.00	846,251
3	\$2,671,328	\$1,642,215	\$1,029,113	1,578,894	503,146	410,724	52,283	61.5%	\$6.50	\$51.09	7.9	3.8	\$0.65	2.17	3,421,228
4	\$2,788,630	\$653,653	\$2,134,977	683,197	286,285	247,399	23,406	23.4%	\$11.27	\$119.14	10.6	2.8	\$3.12	2.82	683,197
5	\$1,282,859	\$764,871	\$517,988	750,910	236,884	197,243	25,057	59.6%	\$6.50	\$51.20	7.9	3.8	\$0.69	1.92	1,442,482
6	\$2,181,013	\$349,154	\$1,831,859	357,664	183,392	159,312	18,306	16.0%	\$13.69	\$119.14	8.7	2.2	\$5.12	2.13	357,664
7	\$8,950,096	\$2,080,844	\$6,869,252	2,174,381	661,163	572,616	75,123	23.2%	\$15.63	\$119.14	7.6	3.8	\$3.16	2.53	2,174,381
8	\$2,285,558	\$392,928	\$1,892,629	419,835	221,597	197,831	19,184	17.2%	\$11.55	\$119.14	10.3	2.1	\$4.51	2.90	419,835
9	\$2,021,590	\$365,625	\$1,655,966	388,726	193,976	177,248	16,968	18.1%	\$11.41	\$119.14	10.4	2.2	\$4.26	2.85	388,726
10	\$4,740,934	\$1,153,333	\$3,587,600	1,175,265	428,440	366,125	39,793	24.3%	\$12.95	\$119.14	9.2	3.2	\$3.05	3.16	1,175,265
11	\$4,476,105	\$706,124	\$3,769,981	706,255	408,286	372,912	37,570	15.8%	\$12.00	\$119.14	9.9	1.9	\$5.34	2.66	706,255
12	\$5,150,367	\$1,094,196	\$4,056,172	1,142,007	521,284	416,689	43,230	21.2%	\$12.36	\$119.14	9.6	2.7	\$3.55	2.81	1,142,007
13	\$7,109,465	\$1,707,768	\$5,401,696	1,823,187	668,452	591,916	59,674	24.0%	\$12.01	\$119.14	9.9	3.1	\$2.96	2.80	1,823,187
14	\$334,768	\$53,303	\$281,465	49,631	72,931	63,167	6,418	15.9%	\$5.30	\$52.16	9.8	0.8	\$5.67	2.63	130,521
18	\$136,756	\$27,074	\$109,682	26,682	43,457	39,568	2,622	19.8%	\$3.46	\$52.16	15.1	0.7	\$4.11	3.48	92,840
20	\$4,125,146	\$510,696	\$3,614,451	534,173	689,545	648,557	34,625	12.4%	\$6.36	\$119.14	18.7	0.8	\$6.77	8.13	534,173
25	\$324,832	\$63,810	\$261,022	60,610	82,666	78,369	6,227	19.6%	\$4.14	\$52.16	12.6	0.8	\$4.31	5.18	314,086
27	\$864,308	\$236,062	\$628,246	222,253	182,382	136,891	15,299	27.3%	\$6.31	\$56.49	8.9	1.6	\$2.83	3.23	716,485

BASE STATISTICS AND PERFORMANCE INDICATORS

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/Revenue Mile	Operating Cost/Revenue Hour	Revenue Miles/Revenue Hours	Total Passengers/Revenue Mile	Subsidy per Boarding	Weekday Average Trip Length (Miles)	Passenger Miles
28	\$580,567	\$350,387	\$230,180	349,758	150,715	89,264	12,953	60.4%	\$6.50	\$44.82	6.9	3.9	\$0.66	2.06	723,956
30	\$8,334,204	\$1,547,160	\$6,787,044	1,579,366	938,958	878,372	69,954	18.6%	\$9.49	\$119.14	12.6	1.8	\$4.30	5.35	1,579,366
31	\$586,212	\$103,983	\$482,229	106,759	71,529	58,845	4,920	17.7%	\$9.96	\$119.14	12.0	1.8	\$4.52	4.09	106,759
35	\$908,650	\$560,729	\$347,920	573,496	196,377	139,707	22,573	61.7%	\$6.50	\$40.25	6.2	4.1	\$0.61	1.91	1,128,645
41	\$4,305,734	\$1,130,553	\$3,175,181	1,113,043	557,261	465,773	36,140	26.3%	\$9.24	\$119.14	12.9	2.4	\$2.85	4.25	1,113,043
44	\$4,428,532	\$980,538	\$3,447,994	1,017,661	470,338	415,738	37,171	22.1%	\$10.65	\$119.14	11.2	2.4	\$3.39	3.88	1,017,661
50	\$902,270	\$137,559	\$764,710	140,309	125,209	115,014	7,573	15.2%	\$7.84	\$119.14	15.2	1.2	\$5.45	7.89	140,309
60	\$393,605	\$79,987	\$313,618	82,709	102,328	58,957	3,304	20.3%	\$6.68	\$119.14	17.8	1.4	\$3.79	11.00	82,709
83	\$167,320	\$26,093	\$141,227	24,743	30,094	25,822	3,208	15.6%	\$6.48	\$52.16	8.1	1.0	\$5.71	1.97	48,746
84	\$156,157	\$25,180	\$130,977	24,261	40,705	35,395	2,994	16.1%	\$4.41	\$52.16	11.8	0.7	\$5.40	2.68	65,098
88	\$244,492	\$79,209	\$165,283	80,419	56,129	52,032	4,687	32.4%	\$4.70	\$52.16	11.1	1.5	\$2.06	1.61	129,585
105	\$1,657,843	\$270,736	\$1,387,107	279,555	192,872	175,079	13,915	16.3%	\$9.47	\$119.14	12.6	1.6	\$4.96	3.90	279,555
110	\$218,731	\$40,942	\$177,789	39,999	56,236	39,967	1,836	18.7%	\$5.47	\$119.14	21.8	1.0	\$4.44	14.88	39,999
115	\$1,194,205	\$245,953	\$948,252	228,865	207,128	195,303	16,141	20.6%	\$6.11	\$73.99	12.1	1.2	\$4.14	4.99	1,135,829
120	\$4,046,419	\$662,455	\$3,383,964	693,557	372,329	357,385	33,964	16.4%	\$11.32	\$119.14	10.5	1.9	\$4.88	3.33	693,557
150	\$2,891,766	\$850,301	\$2,041,465	824,005	527,090	401,552	24,272	29.4%	\$7.20	\$119.14	16.5	2.1	\$2.48	5.54	824,005
201/202	\$5,164,229	\$2,780,044	\$2,384,185	2,525,053	499,872	431,609	43,346	53.8%	\$11.97	\$119.14	10.0	5.9	\$0.94	4.20	2,525,053
204	\$491,611	\$79,789	\$411,822	73,677	34,493	31,558	4,126	16.2%	\$15.58	\$119.14	7.6	2.3	\$5.59	2.08	73,677
215	\$7,369,421	\$1,845,433	\$5,523,988	1,907,762	652,791	590,372	61,856	25.0%	\$12.48	\$119.14	9.5	3.2	\$2.90	3.52	1,907,762

BASE STATISTICS AND PERFORMANCE INDICATORS

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/Revenue Mile	Operating Cost/Revenue Hour	Revenue Miles/Revenue Hours	Total Passengers/Revenue Mile	Subsidy per Boarding	Weekday Average Trip Length (Miles)	Passenger Miles
225	\$2,698,756	\$214,361	\$2,484,395	236,103	482,688	401,636	20,101	7.9%	\$6.72	\$134.26	20.0	0.6	\$10.52	14.98	3,539,076
235	\$7,869,636	\$1,405,727	\$6,463,909	1,494,413	1,689,084	1,555,301	66,054	17.9%	\$5.06	\$119.14	23.5	1.0	\$4.33	16.72	1,494,413
237	\$1,389,730	\$283,933	\$1,105,797	267,962	206,066	144,869	11,665	20.4%	\$9.59	\$119.14	12.4	1.8	\$4.13	5.26	267,962
280	\$1,316,829	\$485,632	\$831,196	116,810	416,642	178,215	5,753	36.9%	\$7.39	\$228.90	31.0	0.7	\$7.12	29.90	3,492,553
290	\$1,215,094	\$687,088	\$528,006	164,430	398,764	164,447	5,967	56.5%	\$7.39	\$203.65	27.6	1.0	\$3.21	20.41	3,356,137
701	\$1,675,225	\$534,068	\$1,141,156	561,124	268,996	257,570	25,689	31.9%	\$6.50	\$65.21	10.0	2.2	\$2.03	2.56	1,462,583
704	\$1,476,980	\$431,563	\$1,045,417	451,508	234,965	227,089	20,936	29.2%	\$6.50	\$70.55	10.8	2.0	\$2.32	3.84	1,732,318
705	\$653,675	\$225,685	\$427,990	241,612	111,636	100,504	11,261	34.5%	\$6.50	\$58.05	8.9	2.4	\$1.77	3.50	821,749
707	\$368,485	\$59,181	\$309,304	65,551	63,341	56,656	6,005	16.1%	\$6.50	\$61.36	9.4	1.2	\$4.72	3.37	220,910
709	\$2,148,959	\$818,611	\$1,330,348	886,522	386,217	330,408	29,533	38.1%	\$6.50	\$72.76	11.2	2.7	\$1.50	4.32	3,834,356
712	\$1,676,973	\$683,826	\$993,147	715,360	289,375	257,839	25,015	40.8%	\$6.50	\$67.04	10.3	2.8	\$1.39	3.54	2,492,494
815	\$800,292	\$444,514	\$355,778	431,559	140,618	125,963	17,229	55.5%	\$6.35	\$46.45	7.3	3.4	\$0.82	1.73	750,681
816	\$599,577	\$138,599	\$460,978	132,355	101,980	94,570	9,274	23.1%	\$6.34	\$64.65	10.2	1.4	\$3.48	3.96	523,776
832	\$168,844	\$40,178	\$128,666	37,652	36,307	28,578	2,855	23.8%	\$5.91	\$59.15	10.0	1.3	\$3.42	2.97	110,939
833	\$389,453	\$111,030	\$278,423	107,911	88,706	73,310	7,466	28.5%	\$5.31	\$52.16	9.8	1.5	\$2.58	2.93	313,311
834	\$145,349	\$21,785	\$123,564	20,252	24,007	22,926	2,146	15.0%	\$6.34	\$67.72	10.7	0.9	\$6.10	3.94	79,751
838	\$536,277	\$98,144	\$438,132	98,991	215,666	154,634	10,281	18.3%	\$3.47	\$52.16	15.0	0.6	\$4.43	7.76	769,941
848	\$970,839	\$348,695	\$622,144	339,643	177,249	152,755	15,841	35.9%	\$6.36	\$61.29	9.6	2.2	\$1.83	3.96	1,358,873
851	\$181,439	\$64,080	\$117,359	63,655	50,840	40,628	3,478	35.3%	\$4.47	\$52.16	11.7	1.6	\$1.84	2.52	160,604

BASE STATISTICS AND PERFORMANCE INDICATORS

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/Revenue Mile	Operating Cost/Revenue Hour	Revenue Miles/Revenue Hours	Total Passengers/Revenue Mile	Subsidy per Boarding	Weekday Average Trip Length (Miles)	Passenger Miles
852	\$1,099,053	\$304,846	\$794,207	287,762	189,675	172,721	19,124	27.7%	\$6.36	\$57.47	9.0	1.7	\$2.76	2.33	684,378
854	\$408,162	\$117,388	\$290,774	108,853	69,682	64,379	5,877	28.8%	\$6.34	\$69.45	11.0	1.7	\$2.67	3.09	336,245
855	\$541,876	\$222,321	\$319,555	217,883	102,455	87,204	9,099	41.0%	\$6.21	\$59.56	9.6	2.5	\$1.47	2.35	507,755
856	\$1,623,682	\$542,329	\$1,081,353	520,222	293,785	259,998	24,053	33.4%	\$6.24	\$67.50	10.8	2.0	\$2.08	3.70	1,911,603
864	\$840,443	\$300,673	\$539,769	294,475	143,086	132,252	15,425	35.8%	\$6.35	\$54.49	8.6	2.2	\$1.83	3.48	1,043,343
872	\$144,106	\$45,229	\$98,877	42,331	23,197	22,730	3,315	31.4%	\$6.34	\$43.47	6.9	1.9	\$2.34	1.77	74,987
874/875	\$1,045,529	\$385,924	\$659,605	371,813	177,202	164,752	17,109	36.9%	\$6.35	\$61.11	9.6	2.3	\$1.77	6.09	1,125,463
901	\$3,645,846	\$742,600	\$2,903,245	788,763	624,588	560,558	40,973	20.4%	\$6.50	\$88.98	13.7	1.4	\$3.68	6.87	5,484,312
904	\$252,660	\$16,114	\$236,546	171,848	49,094	38,847	8,208	6.4%	\$6.50	\$30.78	4.7	4.4	\$1.38	1.17	198,810
905	\$1,412,539	\$354,704	\$1,057,835	441,903	259,538	217,181	14,912	25.1%	\$6.50	\$94.73	14.6	2.0	\$2.39	5.97	2,701,730
906/907	\$2,072,805	\$1,601,351	\$471,454	1,923,490	363,637	318,699	46,307	77.3%	\$6.50	\$44.76	6.9	6.0	\$0.25	3.05	2,911,974
909	\$291,577	\$35,190	\$256,386	48,743	54,235	44,831	3,479	12.1%	\$6.50	\$83.82	12.9	1.1	\$5.26	3.38	164,958
916/917	\$825,962	\$163,985	\$661,977	160,068	170,068	132,583	11,532	19.9%	\$6.23	\$71.62	11.5	1.2	\$4.14	6.21	500,530
921	\$920,983	\$267,461	\$653,522	252,326	194,299	154,329	15,869	29.0%	\$5.97	\$58.04	9.7	1.6	\$2.59	4.37	1,120,192
923	\$798,284	\$203,533	\$594,751	212,314	153,668	122,738	13,391	25.5%	\$6.50	\$59.61	9.2	1.7	\$2.80	4.64	986,018
928	\$1,024,629	\$287,596	\$737,034	269,855	185,846	161,408	15,315	28.1%	\$6.35	\$66.90	10.5	1.7	\$2.73	4.76	1,270,853
929	\$4,064,277	\$2,034,376	\$2,029,902	2,086,806	671,452	624,893	62,621	50.1%	\$6.50	\$64.90	10.0	3.3	\$0.97	3.47	7,384,258
932	\$2,554,258	\$1,063,878	\$1,490,380	1,124,493	411,863	392,724	40,347	41.7%	\$6.50	\$63.31	9.7	2.9	\$1.33	2.55	2,871,615
933/934	\$4,427,701	\$1,520,926	\$2,906,775	1,592,518	708,751	680,770	56,910	34.4%	\$6.50	\$77.80	12.0	2.3	\$1.83	6.16	4,974,511

BASE STATISTICS AND PERFORMANCE INDICATORS

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/Revenue Mile	Operating Cost/Revenue Hour	Revenue Miles/Revenue Hours	Total Passengers/Revenue Mile	Subsidy per Boarding	Weekday Average Trip Length (Miles)	Passenger Miles
936	\$1,158,848	\$467,734	\$691,114	456,447	211,960	182,264	20,880	40.4%	\$6.36	\$55.50	8.7	2.5	\$1.51	2.70	1,239,429
944	\$403,090	\$64,035	\$339,055	62,655	99,291	83,201	7,728	15.9%	\$4.84	\$52.16	10.8	0.8	\$5.41	3.59	224,491
945	\$626,460	\$132,292	\$494,168	126,660	193,567	167,566	12,010	21.1%	\$3.74	\$52.16	14.0	0.8	\$3.90	3.99	507,136
945A (946)	\$50,017	\$11,865	\$38,152	12,399	29,525	14,067	959	23.7%	\$3.56	\$52.16	14.7	0.9	\$3.08	5.62	69,639
950	\$876,142	\$301,185	\$574,957	387,435	272,627	134,709	7,579	34.4%	\$6.50	\$115.61	17.8	2.9	\$1.48	8.15	3,159,260
955	\$2,939,243	\$1,312,002	\$1,627,240	1,325,995	525,424	451,916	48,406	44.6%	\$6.50	\$60.72	9.3	2.9	\$1.23	2.71	3,596,606
961	\$1,558,928	\$570,803	\$988,125	590,123	272,389	239,689	23,348	36.6%	\$6.50	\$66.77	10.3	2.5	\$1.67	2.89	1,759,541
962	\$1,699,323	\$511,311	\$1,188,013	521,807	305,239	261,275	25,793	30.1%	\$6.50	\$65.88	10.1	2.0	\$2.28	3.12	1,650,585
963	\$502,860	\$158,509	\$344,351	162,665	88,240	77,316	9,447	31.5%	\$6.50	\$53.23	8.2	2.1	\$2.12	1.85	301,439
964	\$536,709	\$136,476	\$400,233	133,627	112,675	98,731	10,289	25.4%	\$5.44	\$52.16	9.6	1.4	\$3.00	2.11	281,876
965	\$244,774	\$56,606	\$188,169	53,228	53,192	47,780	4,693	23.1%	\$5.12	\$52.16	10.2	1.1	\$3.54	1.97	105,126
967	\$186,361	\$42,344	\$144,018	39,459	38,765	31,791	3,573	22.7%	\$5.86	\$52.16	8.9	1.2	\$3.65	2.43	95,713
968	\$271,388	\$47,348	\$224,039	48,960	45,913	41,727	4,157	17.4%	\$6.50	\$65.29	10.0	1.2	\$4.58	2.55	125,060
992	\$1,155,729	\$356,387	\$799,342	420,252	217,222	177,696	22,414	30.8%	\$6.50	\$51.56	7.9	2.4	\$1.90	2.97	1,236,451

MTS CONTRACT SERVICES ADA PARATRANSIT
FY 2019 TRANSIT SERVICE DATA

OPERATIONS DATA

Route	Type of Route	Days of Operation	Operating Hours (Weekday)	Frequency (Minutes)			Vehicles		One Way Length (Miles)
				Peak	Base	Night	Base*	Peak*	
972	Circulator	Monday - Friday	6:40A - 6:42P	5 Roundtrips	----	----	----	1	7.2
973	Circulator	Monday - Friday	6:40A - 6:41P	5 Roundtrips	----	----	----	1	9
978	Circulator	Monday - Friday	6:40A - 6:41P	5 Roundtrips	----	----	----	1	6.6
979	Circulator	Monday - Friday	6:40A - 6:41P	5 Roundtrips	----	----	----	1	3.5
MTS ACCESS	ADA/DAR	Monday - Friday	4:30A - 1:30A	----	----	----	----	147	n/a
MTS ACCESS	ADA/DAR	Saturday/Sunday/Holiday	4:45A - 11:45P	----	----	----	----	39	n/a

*Peak and Base are both based on demand. While peak is fairly predictable due to subscription commuters, base is a general estimate as demand changes dramatically day-to-day/trip-to-trip.

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/Revenue Mile	Operating Cost/Revenue Hour	Revenue Miles/Revenue Hours	Total Passengers/Revenue Mile	Subsidy per Boarding	Weekday Average Trip Length (Miles)	Passenger Miles
972	\$92,215	\$32,259	\$59,956	32,676	23,218	17,949	1,650	35.0%	\$5.14	\$55.87	10.9	1.8	\$1.83	3.01	98,402
973	\$75,475	\$17,733	\$57,743	17,962	26,585	19,810	1,351	23.5%	\$3.81	\$55.87	14.7	0.9	\$3.21	4.34	77,925
978	\$72,375	\$15,960	\$56,415	16,166	22,673	14,704	1,295	22.1%	\$4.92	\$55.87	11.4	1.1	\$3.49	3.08	49,784
979	\$69,863	\$17,162	\$52,701	17,384	18,367	11,786	1,250	24.6%	\$5.93	\$55.87	9.4	1.5	\$3.03	1.96	34,112
MTS Access	\$17,865,834	\$2,518,722	\$15,347,112	423,212	5,211,193	3,840,261	209,803	14.1%	\$4.65	\$85.16	18.3	0.1	\$36.26		5,403,651
Access Taxi	\$1,776,133	\$395,205	\$1,380,928	69,263	1,204,775	687,812	20,858	22.3%	\$2.58	\$85.16	33.0	0.1	\$19.94		745,700

MTS CONTRACT SERVICES RURAL
FY 2019 TRANSIT SERVICE DATA

OPERATIONS DATA

Route	Type of Route	Days of Operation	Operating Hours (Weekday)	Frequency (Minutes)			Vehicles		One Way Length (Miles)
				Peak	Base	Night	Base*	Peak*	
888	Rural	Monday & Friday Only	9:40A - 6:38P	1 Roundtrip			----	1	84.2
891	Rural	Friday Only	7:45A - 5:21P	1 Roundtrip			----	1	88.2
892	Rural	Thursday Only	7:50A - 5:26P	1 Roundtrip			----	1	84.6
894	Rural	Monday - Friday	5:39A - 7:30P	4 Roundtrips			2	2	56.5

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/Revenue Mile	Operating Cost/Revenue Hour	Revenue Miles/Revenue Hours	Total Passengers/Revenue Mile	Subsidy per Boarding	Average Trip Length (Miles)	Passenger Miles
888	\$101,207	\$4,269	\$96,938	2,065	16,466	15,200	519	4.2%	\$6.66	\$195.08	29.3	0.1	\$46.94	58.07	119,908
891	\$56,756	\$3,458	\$53,298	1,161	8,916	8,524	307	6.1%	\$6.66	\$184.72	27.7	0.1	\$45.91	43.06	49,988
892	\$53,520	\$2,729	\$50,791	807	8,534	8,038	275	5.1%	\$6.66	\$194.81	29.3	0.1	\$62.94	40.75	32,881
894	\$702,550	\$187,927	\$514,624	80,519	111,352	105,514	4,256	26.7%	\$6.66	\$165.06	24.8	0.8	\$6.39	28.27	2,276,334

CITY OF CORONADO—CORONADO FERRY
FY 2019 TRANSIT SERVICE DATA

OPERATIONS DATA

Route	Type of Route	Days of Operation	Operating Hours (Weekday)	Frequency(Minutes)			Vehicles		One-Way Length (Miles)
				Peak	Base	Night	Base	Peak	
—	Ferry	Monday–Friday	5:15–6:45P	45	—	—	—	1	3.8

BASE STATISTICS AND PERFORMANCE INDICATORS

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Revenue Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/Revenue Mile	Operating Cost/Revenue Hour	Revenue Miles/Revenue Hours	Total Passengers/Revenue Mile	Subsidy per Boarding	Pass. Mi. Per Seat Mi.	Average Trip Length (Miles)	Passenger Miles
Ferry	N/A	N/A	\$216,663	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Note: No fares are collected on the ferry service.

SAN DIEGO TROLLEY
FY 2019 TRANSIT SERVICE DATA

OPERATIONS DATA

Line	Type of Route	Days of Operation	Operating Hours (Weekday)	Frequency (Minutes)			Vehicles		One-Way Length (Miles)
				Peak	Base	Night	Base	Peak	
Blue Line	Light Rail	Monday - Sunday	4:43A - 1:43A	7.5	7.5	15	21	42	16.0
Orange Line	Light Rail	Monday - Sunday	4:45A - 1:38A	15	15	30	24	30	17.2
Green Line	Light Rail	Monday - Sunday	3:53A - 1:08A	15	15	30	30	30	24.2
Silver Line	Light Rail	Friday	5:52P - 10:17P	30	30	30	1	1	1.0
Silver Line	Light Rail	Saturday	1:52P - 10:17P	30	30	30	1	1	1.0
Silver Line	Light Rail	Sunday	9:52A - 6:17P	30	30	30	1	1	1.0

Line	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles (Car Miles)	Revenue Miles (Car Miles)	Revenue Hours (Train Hours)	Farebox Recovery Rate	Operating Cost/Revenue Mile	Operating Cost/Revenue Hour	Revenue Miles/Revenue Hours	Total Passengers/Revenue Mile	Subsidy per Boarding	Average Trip Length (Miles)	Passenger Miles
Blue	\$28,057,003	\$20,552,535	\$7,504,467	18,246,797	1,071,875	1,056,644	59,607	73.3%	\$26.55	\$470.70	17.7	17.3	\$0.41	6.41	118,274,406
Orange	\$29,752,712	\$9,405,342	\$20,347,369	8,350,180	874,642	863,407	49,205	31.6%	\$34.46	\$604.67	17.5	9.7	\$2.44	4.81	40,163,957
Green	\$23,161,057	\$12,026,248	\$11,134,809	10,677,053	1,214,897	1,195,693	63,209	51.9%	\$19.37	\$366.42	18.9	8.9	\$1.04	5.79	60,995,125
Silver	\$429,074	\$21,402	\$407,672	19,727	5,786	5,708	912	5.0%	\$75.17	\$470.70	6.3	3.5	\$20.67	1.00	19,727

NORTH COUNTY TRANSIT DISTRICT BREEZE
FY 2019 TRANSIT SERVICE DATA

OPERATIONS DATA

Route	Service Span			Frequency			Vehicles		One Way Length
	Weekday	Saturday	Sunday	Peak	Base	Weekend	Base	Peak	
BREEZE Core Route									
Route 302	4:10a-11:56p	5:11a-11:15p	5:11a-11:15p	15	30	30	7	8	12.6
Route 303	4:03a-12:05a	4:33a-12:01a	4:33a-12:01a	15	15	30	12	14	14.6
Route 332	4:37a-9:43p	6:05a-7:17p		15	30	90	6	7	11.9
Route 350	4:23a-10:57p	6:04a-10:28p	6:04a-10:28p	12.5	15	30	9	5	5.7
Route 351	4:57a-10:56p	7:05a-9:55p	7:05a-9:55p	15	20	30	2	3	6.3
Route 352	3:55a-9:44p	5:11a-9:37p	5:11a-9:37p	15	20	30	2	3	6.3
BREEZE Corridor Routes									
Route 301 (101)	5:07a-10:50p	5:03a-11:12p	5:03a-11:12p	30	30	30	9	10	29.3
Route 304	4:58a-9:04p	7:19a-9:04p		30	60	60	4	5	12.3
Route 305	4:09a-11:47p	5:12a-11:34p	5:12a-11:34p	30	30	30	7	5	12.5
Route 308	5:01a-9:26p	6:33a-8:20p	6:33a-8:20p	60	60	60	4	4	19.4
Route 309	4:04a-10:49p	5:29a-10:55p	5:29a-10:55p	30	30	60	10	9	24.8
Route 315	4:23a-9:19p	6:21a-10:12p	6:21a-10:12p	30	60	60	3	5	18.8
BREEZE Local Routes									
Route 313	5:39a-7:54p			60	60	-	2	2	10.4
Route 318	4:32a-8:06p	5:31a-7:52p		30	60	60	5	5	14.7
Route 354	5:13a-8:25p	8:33a-6:24p	8:33a-6:24p	30	30	60	3	4	6.0
Route 355	6:04a-8:48p	6:35a-7:14p	6:35a-7:14p	60	60	120	1	2	9.9
Route 356	5:03a-9:24p	8:03a-5:54p		30	30	30	1	1	4.6
Route 357	6:34a-6:14p	7:35a-8:14p	7:35a-8:14p	60	60	120	1	1	9.6
Route 358	6:03a-8:43p			120	120	-	1	1	9.9
Route 359	5:09a-7:49p			120	120	-	1	1	9.9
BREEZE Local Small Vehicle Routes									
Route 323	5:13a-6:12p			60	60	-	2	2	12.7
Route 325	5:53a-7:32p	8:56a-5:59p		60	60	140	3	3	11.1
Route 334	4:45a-7:52p	5:25a-6:30p		40	40	40	2	2	6.5
Route 347	5:20a-7:36p	7:14a-7:12p		30	30	60	2	2	4.7
Route 353	5:34a-8:19p	5:34a-8:19p	5:34a-8:19p	60	60	60	2	2	5.0
BREEZE Rural Routes									
Route 306	5:08a-9:53p	5:13a-8:48p	5:13a-8:48p	30	60	60	2	4	14.5
Route 388	4:29a-10:20p	4:29a-10:20p	4:29a-10:20p	120	120	120	3	3	32.7
BREEZE Commuter Routes									
Route 311	5:00a- 6:09p			Peak Periods			0	3	12.3
Route 444	AM&PM Peak			Peak Periods			2	2	8.4
Route 445	AM&PM Peak			Peak Periods			0	3	11.9
Route 408	7:35a-12:20a	7:35a-12:20a	7:35a-12:20a	Del Mar Fair			5	5	21.2

NORTH COUNTY TRANSIT DISTRICT BREEZE
FY 2019 TRANSIT SERVICE DATA

BASE STATISTICS AND PERFORMANCE INDICATORS

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/ Revenue Mile	Operating Cost/ Revenue Hour	Revenue Miles/ Revenue Hours	Total Passengers/ Revenue Mile	Subsidy Per Boarding	Pass. Mi. Per Seat Mi.	Average Trip Length (Miles)
301	\$5,409,987.40	\$789,075.24	\$4,620,912.16	770,828	765,226	637,158	47,929.80	14.6%	\$8.49	\$112.87	13.29	1.21	\$5.99	0.25	6.87
302	\$3,435,521.98	\$507,444.58	\$2,928,077.40	495,710	440,981	404,617	35,106.48	14.8%	\$8.49	\$97.86	11.53	1.23	\$5.91	0.21	3.86
303	\$5,122,403.45	\$1,073,130.99	\$4,049,272.46	1,048,315	669,062	603,288	56,130.65	20.9%	\$8.49	\$91.26	10.75	1.74	\$3.86	0.23	3.30
304	\$1,523,181.66	\$192,789.22	\$1,330,392.44	188,331	234,865	179,392	13,681.60	12.7%	\$8.49	\$111.33	13.11	1.05	\$7.06	0.18	4.96
305	\$2,848,611.29	\$531,051.48	\$2,317,559.80	518,771	353,394	335,494	27,742.22	18.6%	\$8.49	\$102.68	12.09	1.55	\$4.47	0.22	3.94
306	\$1,740,213.91	\$226,264.33	\$1,513,949.59	221,032	252,209	204,953	13,359.30	13.0%	\$8.49	\$130.26	15.34	1.08	\$6.85	0.27	6.91
308	\$1,737,777.95	\$139,192.81	\$1,598,585.14	135,974	211,100	204,666	11,264.92	8.0%	\$8.49	\$154.26	18.17	0.66	\$11.76	0.22	8.60
309	\$4,294,702.83	\$477,172.54	\$3,817,530.29	466,138	566,736	505,806	38,775.77	11.1%	\$8.49	\$110.76	13.04	0.92	\$8.19	0.18	5.27
311	\$398,922.47	\$64,733.96	\$334,188.51	63,237	64,993	46,983	3,772.22	16.2%	\$8.49	\$105.75	12.45	1.35	\$5.28	0.20	4.33
313	\$585,019.97	\$70,891.35	\$514,128.62	69,252	74,019	68,900	6,675.77	12.1%	\$8.49	\$87.63	10.32	1.01	\$7.42	0.11	2.87
315	\$1,963,969.02	\$177,825.18	\$1,786,143.84	173,713	277,276	231,305	19,308.05	9.1%	\$8.49	\$101.72	11.98	0.75	\$10.28	0.08	3.95
318	\$1,223,412.69	\$165,692.62	\$1,057,720.08	161,861	162,568	144,087	12,246.93	13.5%	\$8.49	\$99.90	11.77	1.12	\$6.53	0.15	3.16
323	\$403,588.32	\$32,568.13	\$371,020.19	31,815	60,866	47,532	4,434.13	8.1%	\$8.49	\$91.02	10.72	0.67	\$11.66	0.19	2.87
325	\$639,934.54	\$61,368.13	\$578,566.41	59,949	82,868	75,368	8,370.52	9.6%	\$8.49	\$76.45	9.00	0.80	\$9.65	0.09	2.72
332	\$2,072,530.49	\$259,522.42	\$1,813,008.07	253,521	322,406	244,091	21,019.83	12.5%	\$8.49	\$98.60	11.61	1.04	\$7.15	0.15	3.54
334	\$376,394.89	\$56,383.87	\$320,011.02	55,080	51,607	44,330	4,518.10	15.0%	\$8.49	\$83.31	9.81	1.24	\$5.81	0.18	1.89
347	\$619,627.25	\$75,949.32	\$543,677.93	74,193	84,864	72,976	8,309.40	12.3%	\$8.49	\$74.57	8.78	1.02	\$7.33	0.14	1.54
350	\$1,943,643.47	\$435,339.15	\$1,508,304.32	425,272	242,573	228,912	21,082.93	22.4%	\$8.49	\$92.19	10.86	1.86	\$3.55	0.17	2.37
351	\$806,042.44	\$208,699.14	\$597,343.30	203,873	97,156	94,931	11,264.67	25.9%	\$8.49	\$71.55	8.43	2.15	\$2.93	0.16	2.04
352	\$807,945.39	\$221,658.83	\$586,286.56	216,533	96,734	95,155	11,313.48	27.4%	\$8.49	\$71.41	8.41	2.28	\$2.71	0.15	1.98
353	\$462,464.86	\$52,551.24	\$409,913.62	51,336	54,884	54,467	5,357.02	11.4%	\$8.49	\$86.33	10.17	0.94	\$7.98	0.11	1.65

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/ Revenue Mile	Operating Cost/ Revenue Hour	Revenue Miles/ Revenue Hours	Total Passengers/ Revenue Mile	Subsidy Per Boarding	Pass. Mi. Per Seat Mi.	Average Trip Length (Miles)
354	\$892,260.03	\$164,575.79	\$727,684.24	160,770	108,652	105,085	9,808.50	18.4%	\$8.49	\$90.97	10.71	1.53	\$4.53	0.12	2.14
355	\$384,059.63	\$53,897.37	\$330,162.26	52,651	46,038	45,232	4,432.42	14.0%	\$8.49	\$86.65	10.20	1.16	\$6.27	0.14	3.23
356	\$410,907.40	\$125,025.19	\$285,882.22	122,134	49,198	48,394	5,389.07	30.4%	\$8.49	\$76.25	8.98	2.52	\$2.34	0.14	1.69
357	\$310,320.94	\$56,042.99	\$254,277.96	54,747	37,469	36,548	3,588.42	18.1%	\$8.49	\$86.48	10.18	1.50	\$4.64	0.19	3.45
358	\$173,983.80	\$23,576.20	\$150,407.60	23,031	20,683	20,491	1,947.63	13.6%	\$8.49	\$89.33	10.52	1.12	\$6.53	0.17	3.19
359	\$173,983.80	\$23,485.09	\$150,498.71	22,942	20,840	20,491	1,896.10	13.5%	\$8.49	\$91.76	10.81	1.12	\$6.56	0.15	3.00
388	\$1,941,025.36	\$202,078.02	\$1,738,947.33	197,405	236,493	228,603	11,900.77	10.4%	\$8.49	\$163.10	19.21	0.86	\$8.81	0.44	12.53
408	\$157,914.62	\$24,913.11	\$133,001.51	24,337	20,086	18,598	1,565.99	15.8%	\$8.49	\$100.84	11.88	1.31	\$5.46		
444	\$72,847.83	\$9,788.35	\$63,059.47	9,562	22,674	8,580	741.50	13.4%	\$8.49	\$98.24	11.57	1.11	\$6.59	0.17	3.51
445	\$189,064.70	\$18,711.71	\$170,352.99	18,279	45,489	22,267	1,571.87	9.9%	\$8.49	\$120.28	14.17	0.82	\$9.32	0.15	4.03

NORTH COUNTY TRANSIT DISTRICT – SPRINTER
FY 2019 TRANSIT SERVICE DATA

OPERATIONS DATA

Route	Type of Route	Days of Operation	Operating Hours (Weekday)	Frequency (Minutes)			Trains		One Way Length (Miles)
				Peak	Base	Night	Base	Peak	
SPRINTER	Light Rail	Monday – Friday	4:03A – 12:26A	30	30	30	4	4	22.0
SPRINTER	Light Rail	Saturday – Sunday	4:33A – 12:26A	30	60	60	2	4	22.0

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/Revenue Mile	Operating Cost/Revenue Hour	Revenue Miles/Revenue Hours	Total Passengers/Revenue Mile	Subsidy Per Boarding	Pass. Mi. Per Seat Mi.	Average Trip Length (Miles)
399	\$21,559,747.72	\$2,702,177.20	\$18,857,570.52	2,408,961	519,731	516,745	23,666.77	12.5%	\$41.72	\$910.97	21.83	4.66	\$7.83	0.3	8.6

NORTH COUNTY TRANSIT DISTRICT – COASTER
FY 2019 TRANSIT SERVICE DATA

OPERATIONS DATA

Route	Type of Route	Days of Operation	Operating Hours (Weekday)	Frequency (Minutes)			Trains		One Way Length (Miles)
				Peak	Base	Night	Base	Peak	
COASTER	Commuter	Monday – Friday	5:03A – 8:18P	30	120	–	2	4	41.1
COASTER	Commuter	Friday Night Service (Apr – Sep)	8:18P–12:20A	–	–	–	1	1	41.1
COASTER	Commuter	Weekend	8:20A – 8:16P	–	–	–	2	2	41.1
COASTER	Commuter	Saturday Night Service (Apr – Sep)	8:16P–12:27A	–	–	–	1	1	41.1

BASE STATISTICS AND PERFORMANCE INDICATORS

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/Revenue Mile	Operating Cost/Revenue Hour	Revenue Miles/Revenue Hours	Total Passengers/Revenue Mile	Subsidy Per Boarding	Pass. Mi. Per Seat Mi.	Average Trip Length (Miles)
398	\$19,820,390.61	\$5,406,058.03	\$14,414,332.58	1,408,677	286,692	270,395	8,473.00	27.3%	\$73.30	\$2,339.24	31.91	5.21	\$10.23	0.2	26.4

NORTH COUNTY TRANSIT – LIFT
FY 2019 TRANSIT SERVICE DATA

OPERATIONS DATA

Route	Type of Route	Days of Operation	Operating Hours (Weekday)	Frequency (Minutes)			Vehicles*		One Way Length (Miles)
				Peak	Base	Night	Base	Peak	
—	ADA	Monday – Friday	Based off BREEZE first and last BREEZE Trips		—	—	—	32	
—	ADA	Saturday/Sunday/Holiday	Based off BREEZE first and last BREEZE Trips		—	—	—	14	5 + Taxis

BASE STATISTICS AND PERFORMANCE INDICATORS

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/ Revenue Mile	Operating Cost/ Revenue Hour	Revenue Miles/ Revenue Hours	Total Passengers/ Revenue Mile	Subsidy Per Boarding	Pass. Mi. Per Seat Mi.	Average Trip Length (Miles)
LIFT	\$10,390,882.33	\$704,931.00	\$9,685,951.33	168,818	1,888,532	1,593,103	93,996.78	6.8%	\$6.52	\$110.55	16.95	0.11	\$57.38	-	15.3

HISTORICAL OPERATING STATISTICS

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
SANDAG OPERATORS TOTAL (FIXED ROUTE, DEMAND RESPONSIVE, ADA PARATRANSIT, AND FERRY)	67-68	\$4,930,985	\$4,834,937	19,610,000	15,997,968	6,130,000	440,000	98.05%	\$0.80	3.20	\$0.00
	68-69	\$5,852,529	\$5,283,796	21,566,000	17,781,911	6,980,000	500,000	90.28%	\$0.84	3.09	\$0.03
	69-70	\$5,898,675	\$4,706,687	18,913,000	15,515,751	6,290,000	450,000	79.79%	\$0.94	3.01	\$0.06
	70-71	\$8,005,800	\$5,301,324	16,295,592	13,601,050	6,840,000	490,000	66.22%	\$1.17	2.38	\$0.17
	71-72	\$8,385,336	\$4,966,797	15,568,952	13,161,120	6,632,250	474,250	59.23%	\$1.26	2.35	\$0.22
	72-73	\$11,301,495	\$4,677,020	22,899,262	18,682,535	8,914,458	636,000	41.38%	\$1.27	2.57	\$0.29
	73-74	\$13,813,272	\$5,795,327	29,820,621	24,822,840	9,303,051	656,950	41.95%	\$1.48	3.21	\$0.27
	74-75	\$19,092,749	\$6,522,706	34,048,651	28,138,850	11,501,599	786,500	34.16%	\$1.66	2.96	\$0.37
	75-76	\$24,343,506	\$7,991,626	36,761,923	30,038,196	14,469,842	950,500	32.83%	\$1.68	2.54	\$0.44
	76-77	\$26,909,678	\$8,136,655	37,754,642	30,765,191	14,960,148	1,069,014	30.24%	\$1.80	2.52	\$0.50
	77-78	\$28,547,345	\$8,698,637	37,585,850	30,699,423	14,761,822	1,033,087	30.47%	\$1.93	2.55	\$0.53
	78-79	\$30,083,532	\$9,450,196	34,634,092	28,193,497	12,676,790	747,829	31.41%	\$2.37	2.73	\$0.60
	79-80	\$34,404,838	\$12,694,751	36,519,690	29,329,668	14,059,647	1,063,677	36.90%	\$2.45	2.60	\$0.59
	80-81	\$39,297,227	\$14,872,090	35,406,086	28,051,441	14,654,678	1,084,025	37.85%	\$2.68	2.42	\$0.69
	81-82	\$41,721,812	\$17,637,086	31,724,649	26,748,902	13,808,371	1,003,115	42.27%	\$3.02	2.30	\$0.76
	82-83	\$43,610,179	\$17,287,373	30,028,298	25,030,610	14,398,201	1,000,925	39.64%	\$3.03	2.09	\$0.88
	83-84	\$45,793,517	\$18,817,450	32,437,422	26,863,883	15,007,604	1,031,632	41.09%	\$3.05	2.16	\$0.83
	84-85	\$47,680,653	\$20,228,707	33,814,259	28,018,522	14,834,358	1,030,667	42.43%	\$3.21	2.28	\$0.81
	85-86	\$50,803,400	\$21,832,073	35,874,482	29,625,161	15,615,936	1,066,021	42.97%	\$3.25	2.30	\$0.81
	86-87	\$53,411,320	\$23,645,245	36,534,635	30,768,293	16,561,834	1,112,406	44.27%	\$3.22	2.21	\$0.81
	87-88	\$58,850,081	\$27,351,248	40,270,450	32,728,770	18,089,021	1,221,574	46.48%	\$3.25	2.23	\$0.78
	88-89	\$60,927,567	\$30,278,121	44,461,430	37,392,407	18,681,687	1,281,318	49.70%	\$3.26	2.38	\$0.69
	89-90	\$71,952,957	\$36,996,096	54,416,947	46,442,144	21,411,945	1,401,268	51.42%	\$3.36	2.54	\$0.64
	90-91	\$83,222,680	\$40,296,679	60,016,085	51,484,786	23,125,392	1,502,062	48.42%	\$3.60	2.60	\$0.72
	91-92	\$92,041,015	\$45,678,416	61,478,096	52,689,675	25,918,025	1,650,788	49.63%	\$3.55	2.37	\$0.75
	92-93	\$94,278,947	\$44,899,141	61,367,695	52,492,684	24,312,343	1,701,109	47.62%	\$3.88	2.52	\$0.80
	93-94	\$92,820,905	\$46,349,862	58,188,147	48,723,948	23,187,214	1,592,291	49.93%	\$4.00	2.51	\$0.80
	94-95	\$94,313,835	\$46,013,037	59,388,354	48,835,093	23,012,950	1,618,462	48.79%	\$4.10	2.58	\$0.81
	95-96	\$94,073,818	\$47,463,056	62,436,973	51,580,351	22,581,638	1,573,937	50.45%	\$4.17	2.76	\$0.75
	96-97	\$140,274,065	\$60,619,340	78,815,376	63,235,065	34,102,610	2,217,828	43.21%	\$4.11	2.31	\$1.01
97-98	\$150,598,800	\$66,766,634	87,238,359	68,537,288	36,618,863	2,361,731	44.33%	\$4.11	2.38	\$0.96	
98-99	\$158,115,418	\$69,738,392	91,399,644	73,006,592	38,585,061	2,440,930	44.11%	\$4.10	2.37	\$0.97	
99-00	\$172,642,130	\$70,140,372	96,861,043	74,685,786	39,777,632	2,508,276	40.63%	\$4.34	2.44	\$1.06	
00-01	\$193,340,659	\$73,530,502	96,152,366	74,558,061	39,880,236	2,548,737	38.03%	\$4.85	2.41	\$1.25	

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
SANDAG OPERATORS TOTAL (FIXED ROUTE, DEMAND RESPONSIVE, ADA PARATRANSIT, AND FERRY)	01-02	\$205,533,480	\$78,534,046	91,081,659	72,201,844	40,628,838	2,620,846	38.21%	\$5.06	2.24	\$1.39
	02-03	\$218,354,158	\$77,351,111	88,548,868	74,524,589	41,323,911	2,658,206	35.42%	\$5.28	2.14	\$1.59
	03-04	\$238,039,982	\$83,227,322	89,097,814	76,099,658	42,372,057	2,786,245	34.96%	\$5.62	2.10	\$1.74
	04-05	\$248,633,230	\$82,899,209	89,215,818	74,192,091	41,493,387	2,664,390	33.34%	\$5.99	2.15	\$1.86
	05-06	\$255,469,436	\$87,103,870	94,580,271	N/A	41,392,946	2,980,366	34.10%	\$6.17	2.28	\$1.78
	06-07	\$260,115,217	\$87,595,625	96,823,953	N/A	40,615,871	2,983,229	33.68%	\$6.40	2.38	\$1.78
	07-08	\$278,345,514	\$96,721,076	103,302,968	N/A	41,666,355	3,019,061	34.75%	\$6.68	2.48	\$1.76
	08-09	\$283,374,827	\$108,267,086	104,640,606	N/A	40,596,754	2,901,068	38.21%	\$6.98	2.58	\$1.67
	09-10	\$276,258,802	\$104,591,872	94,094,508	90,094,675	32,595,807	2,714,777	37.86%	\$8.48	2.89	\$1.82
	10-11	\$276,559,630	\$104,758,155	96,220,374	93,581,517	31,860,862	2,693,802	37.88%	\$8.68	3.02	\$1.79
	11-12	\$295,042,627	\$108,934,452	100,573,506	96,787,047	35,083,527	2,703,253	36.92%	\$8.41	2.87	\$1.85
	12-13	\$311,702,045	\$112,404,309	97,419,804	93,728,865	36,320,637	2,862,116	36.06%	\$8.58	2.68	\$2.05
	13-14	\$316,634,135	\$115,936,699	107,544,700	87,380,432	38,240,558	2,958,690	36.62%	\$8.28	2.81	\$1.87
	14-15	\$330,947,770	\$118,552,187	109,301,142	96,821,644	40,687,126	3,106,602	35.82%	\$8.13	2.69	\$1.94
	15-16	\$338,159,143	\$116,746,160	104,152,358	91,892,821	41,824,898	3,187,564	34.52%	\$8.09	2.49	\$2.13
	16-17	\$346,953,307	\$109,665,713	99,119,664	88,316,311	41,977,582	3,211,259	31.61%	\$8.27	2.36	\$2.39
	17-18	\$360,654,125	\$105,446,867	96,072,266	86,218,197	41,470,437	3,163,861	29.24%	\$8.70	2.32	\$2.66
	18-19	\$366,332,960	\$107,754,545	95,749,109	86,096,303	41,987,994	3,181,706	29.41%	\$8.72	2.28	\$2.70

Note: Figures for North County not included prior to FY 1997. Ferry data includes operating cost only.

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
FIXED ROUTE OPERATOR TOTAL (EXCLUDING CORONADO FERRY)	67-68	\$4,930,985	\$4,834,937	19,610,000	15,997,968	6,130,000	440,000	98.05%	\$0.80	3.20	\$0.00
	68-69	\$5,852,529	\$5,283,796	21,566,000	17,781,911	6,980,000	500,000	90.28%	\$0.84	3.09	\$0.03
	69-70	\$5,898,675	\$4,706,687	18,913,000	15,515,751	6,290,000	450,000	79.79%	\$0.94	3.01	\$0.06
	70-71	\$8,005,800	\$5,301,324	16,295,592	13,601,050	6,840,000	490,000	66.22%	\$1.17	2.38	\$0.17
	71-72	\$8,385,336	\$4,966,797	15,568,952	13,161,120	6,632,250	474,250	59.23%	\$1.26	2.35	\$0.22
	72-73	\$11,301,495	\$4,677,020	22,899,262	18,682,535	8,914,458	636,000	41.38%	\$1.27	2.57	\$0.29
	73-74	\$13,733,299	\$5,770,891	29,754,497	24,756,716	9,199,882	656,950	42.02%	\$1.49	3.23	\$0.27
	74-75	\$18,721,021	\$6,425,921	33,782,964	27,873,163	10,985,800	786,500	34.32%	\$1.70	3.08	\$0.36
	75-76	\$23,374,157	\$7,848,244	36,318,466	29,594,739	13,268,800	950,500	33.58%	\$1.76	2.74	\$0.43
	76-77	\$25,949,568	\$8,004,920	37,340,274	30,350,823	13,799,675	1,069,014	30.85%	\$1.88	2.71	\$0.48
	77-78	\$27,430,777	\$8,518,321	37,157,231	30,270,804	13,563,126	1,033,087	31.05%	\$2.02	2.74	\$0.51
	78-79	\$29,070,733	\$9,269,342	34,214,990	27,774,395	11,644,692	729,448	31.89%	\$2.50	2.94	\$0.58
	79-80	\$32,738,582	\$12,447,417	36,009,106	28,837,372	12,908,494	978,908	38.02%	\$2.54	2.79	\$0.56
	80-81	\$37,207,153	\$14,498,549	34,809,310	27,491,465	13,207,116	982,493	38.97%	\$2.82	2.64	\$0.65
	81-82	\$39,632,679	\$17,212,649	31,191,494	26,250,934	12,477,354	909,963	43.43%	\$3.18	2.50	\$0.72
	82-83	\$41,468,837	\$16,755,971	29,473,382	24,513,093	12,926,393	908,050	40.41%	\$3.21	2.28	\$0.84
	83-84	\$43,089,390	\$18,233,872	31,812,874	26,291,790	13,349,169	922,378	42.32%	\$3.23	2.38	\$0.78
	84-85	\$44,982,130	\$19,621,210	33,183,926	27,409,254	13,224,430	920,904	43.62%	\$3.40	2.51	\$0.76
	85-86	\$47,749,945	\$21,080,753	35,192,140	28,962,556	13,687,286	940,817	44.15%	\$3.49	2.57	\$0.76
	86-87	\$49,687,238	\$22,529,136	35,774,925	30,029,069	14,379,632	978,764	45.34%	\$3.46	2.49	\$0.76
	87-88	\$54,680,573	\$26,012,793	39,475,606	31,955,645	15,692,811	1,069,655	47.57%	\$3.48	2.52	\$0.73
	88-89	\$56,771,877	\$28,960,514	43,699,352	36,662,451	16,199,209	1,118,596	51.01%	\$3.50	2.70	\$0.64
	89-90	\$67,474,589	\$35,581,365	53,676,603	45,714,630	18,960,695	1,247,408	52.73%	\$3.56	2.83	\$0.59
	90-91	\$78,082,007	\$38,612,756	59,209,439	50,691,193	20,341,419	1,326,349	49.45%	\$3.84	2.91	\$0.67
	91-92	\$86,695,001	\$44,037,704	60,693,401	51,906,215	23,101,552	1,479,111	50.80%	\$3.75	2.63	\$0.70
	92-93	\$89,715,546	\$43,961,401	60,860,698	51,997,084	22,278,819	1,559,965	49.00%	\$4.03	2.73	\$0.75
	93-94	\$89,010,227	\$45,509,057	57,765,625	48,311,050	21,464,701	1,473,760	51.13%	\$4.15	2.69	\$0.75
	94-95	\$90,165,339	\$45,283,831	58,899,982	48,508,925	21,256,511	1,498,815	50.22%	\$4.24	2.77	\$0.76
	95-96	\$91,017,349	\$46,952,790	62,080,336	51,369,812	21,286,538	1,479,946	51.59%	\$4.28	2.92	\$0.71
	96-97	\$133,858,827	\$59,676,638	78,047,377	62,694,224	31,033,745	2,010,328	44.58%	\$4.31	2.51	\$0.95
	97-98	\$142,236,984	\$65,564,159	86,446,912	67,976,758	33,038,828	2,113,651	46.10%	\$4.31	2.62	\$0.89
	98-99	\$149,732,476	\$68,483,689	90,582,180	72,445,548	34,705,421	2,191,863	45.74%	\$4.31	2.61	\$0.90
99-00	\$163,399,026	\$68,841,226	96,024,045	74,122,201	35,337,288	2,244,862	42.13%	\$4.62	2.72	\$0.98	
00-01	\$181,460,908	\$72,035,705	95,128,745	73,883,302	35,474,476	2,252,464	39.70%	\$5.12	2.68	\$1.15	

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
FIXED ROUTE OPERATOR TOTAL (EXCLUDING CORONADO FERRY)	01-02	\$193,072,092	\$76,633,461	89,880,018	71,381,208	35,960,073	2,312,806	39.69%	\$5.37	2.50	\$1.30
	02-03	\$204,079,831	\$75,332,444	87,224,915	73,595,898	36,347,099	2,334,226	36.91%	\$5.61	2.40	\$1.48
	03-04	\$219,219,764	\$79,830,122	86,563,840	74,951,522	36,384,128	2,386,465	36.42%	\$6.03	2.38	\$1.61
	04-05	\$233,368,513	\$80,887,277	88,073,082	73,642,699	36,459,874	2,379,126	34.66%	\$6.40	2.42	\$1.73
	05-06	\$240,818,589	\$84,852,505	93,679,617	77,854,543	36,777,070	2,723,472	35.24%	\$6.55	2.55	\$1.66
	06-07	\$243,838,780	\$85,286,706	95,906,388	80,203,776	36,038,751	2,721,985	34.98%	\$6.77	2.66	\$1.65
	07-08	\$260,901,253	\$94,396,894	\$102,393,902	\$96,411,047	\$37,008,743	\$2,758,687	36.18%	\$7.05	2.77	\$1.63
	08-09	\$266,815,453	\$105,844,493	\$103,989,317	\$98,636,679	\$35,949,501	\$2,640,732	39.67%	\$7.42	2.89	\$1.55
	09-10	\$260,243,781	\$102,119,519	\$93,517,705	\$89,555,779	\$28,293,958	\$2,556,520	39.24%	\$9.20	3.31	\$1.69
	10-11	\$259,047,562	\$102,281,876	\$95,600,990	\$93,002,357	\$27,573,599	\$2,456,162	39.48%	\$9.39	3.47	\$1.64
	11-12	\$277,811,133	\$106,674,240	99,963,690	96,324,748	30,991,904	2,462,365	38.40%	\$8.96	3.23	\$1.71
	12-13	\$292,626,448	\$109,766,335	96,744,917	93,215,886	31,774,286	2,602,728	37.51%	\$9.21	3.04	\$1.89
	13-14	\$295,583,407	\$113,199,688	106,820,814	86,824,355	33,102,030	2,669,428	38.30%	\$8.93	3.23	\$1.71
	14-15	\$305,286,334	\$115,353,286	108,496,732	96,188,869	34,389,732	2,744,724	37.79%	\$8.88	3.15	\$1.75
	15-16	\$309,860,435	\$113,410,793	103,304,790	91,203,280	35,039,877	2,800,481	36.60%	\$8.84	2.95	\$1.90
	16-17	\$316,399,546	\$105,943,113	98,260,413	87,611,218	35,025,202	2,814,320	33.48%	\$9.03	2.81	\$2.14
	17-18	\$327,892,267	\$101,836,275	95,261,801	85,538,689	34,738,485	2,775,391	31.06%	\$9.44	2.74	\$2.37
	18-19	\$333,794,941	\$103,859,938	94,971,185	85,444,841	35,496,738	2,835,046	31.11%	\$9.40	2.68	\$2.42

Note: Figures for North County not included prior to FY 1997

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
MTS OPERATIONS TOTAL (FIXED ROUTE, DEMAND RESPONSIVE, ADA PARATRANSIT)	67-68	\$4,930,985	\$4,834,937	19,610,000	15,997,968	6,130,000	440,000	98.05%	\$0.80	3.20	\$0.00
	68-69	\$5,852,529	\$5,283,796	21,566,000	17,781,911	6,980,000	500,000	90.28%	\$0.84	3.09	\$0.03
	69-70	\$5,898,675	\$4,706,687	18,913,000	15,515,751	6,290,000	450,000	79.79%	\$0.94	3.01	\$0.06
	70-71	\$8,005,800	\$5,301,324	16,295,592	13,601,050	6,840,000	490,000	66.22%	\$1.17	2.38	\$0.17
	71-72	\$8,385,336	\$4,966,797	15,568,952	13,161,120	6,632,250	474,250	59.23%	\$1.26	2.35	\$0.22
	72-73	\$11,301,495	\$4,677,020	22,899,262	18,682,535	8,914,458	636,000	41.38%	\$1.27	2.57	\$0.29
	73-74	\$13,813,272	\$5,795,327	29,820,621	24,822,840	9,303,051	656,950	41.95%	\$1.48	3.21	\$0.27
	74-75	\$19,092,749	\$6,522,706	34,048,651	28,138,850	11,501,599	786,500	34.16%	\$1.66	2.96	\$0.37
	75-76	\$24,343,506	\$7,991,626	36,761,923	30,038,196	14,469,842	950,500	32.83%	\$1.68	2.54	\$0.44
	76-77	\$26,909,678	\$8,136,655	37,754,642	30,765,191	14,960,148	1,069,014	30.24%	\$1.80	2.52	\$0.50
	77-78	\$28,547,345	\$8,698,637	37,585,850	30,699,423	14,761,822	1,033,087	30.47%	\$1.93	2.55	\$0.53
	78-79	\$30,083,532	\$9,450,196	34,634,092	28,193,497	12,676,790	747,829	31.41%	\$2.37	2.73	\$0.60
	79-80	\$34,404,838	\$12,694,751	36,519,690	29,329,668	14,059,647	1,063,677	36.90%	\$2.45	2.60	\$0.59
	80-81	\$39,297,227	\$14,872,090	35,406,086	28,051,441	14,654,678	1,084,025	37.85%	\$2.68	2.42	\$0.69
	81-82	\$41,721,812	\$17,637,086	31,724,649	26,748,902	13,808,371	1,003,115	42.27%	\$3.02	2.30	\$0.76
	82-83	\$43,610,179	\$17,287,373	30,028,298	25,030,610	14,398,201	1,000,925	39.64%	\$3.03	2.09	\$0.88
	83-84	\$45,793,517	\$18,817,450	32,437,422	26,863,883	15,007,604	1,031,632	41.09%	\$3.05	2.16	\$0.83
	84-85	\$47,680,653	\$20,228,707	33,814,259	28,018,522	14,834,358	1,030,667	42.43%	\$3.21	2.28	\$0.81
	85-86	\$50,803,400	\$21,832,073	35,874,482	29,625,161	15,615,936	1,066,021	42.97%	\$3.25	2.30	\$0.81
	86-87	\$53,411,320	\$23,645,245	36,534,635	30,768,293	16,561,834	1,112,406	44.27%	\$3.22	2.21	\$0.81
	87-88	\$58,850,081	\$27,351,248	40,270,450	32,728,770	18,089,021	1,221,574	46.48%	\$3.25	2.23	\$0.78
	88-89	\$60,927,567	\$30,278,121	44,461,430	37,392,407	18,681,687	1,281,318	49.70%	\$3.26	2.38	\$0.69
	89-90	\$71,952,957	\$36,996,096	54,416,947	46,442,144	21,411,945	1,401,268	51.42%	\$3.36	2.54	\$0.64
	90-91	\$83,222,680	\$40,296,679	60,016,085	51,484,786	23,125,392	1,502,062	48.42%	\$3.60	2.60	\$0.72
	91-92	\$92,041,015	\$45,678,416	61,478,096	52,689,675	25,918,025	1,650,788	49.63%	\$3.55	2.37	\$0.75
	92-93	\$94,278,947	\$44,899,141	61,367,695	52,492,684	24,312,343	1,701,109	47.62%	\$3.88	2.52	\$0.80
	93-94	\$92,820,905	\$46,349,862	58,188,147	48,723,948	23,187,214	1,592,291	49.93%	\$4.00	2.51	\$0.80
	94-95	\$94,313,835	\$46,013,037	59,388,354	48,835,093	23,012,950	1,618,462	48.79%	\$4.10	2.58	\$0.81
	95-96	\$94,073,818	\$47,463,056	62,436,973	51,580,351	22,581,638	1,573,937	50.45%	\$4.17	2.76	\$0.75
	96-97	\$101,233,007	\$50,419,604	66,678,276	54,165,635	24,599,496	1,684,621	49.81%	\$4.12	2.71	\$0.76
	97-98	\$111,747,884	\$55,471,380	74,776,067	59,218,618	27,001,455	1,821,496	49.64%	\$4.14	2.77	\$0.75
98-99	\$119,519,941	\$58,043,329	78,849,875	64,033,277	29,208,961	1,908,164	48.56%	\$4.09	2.70	\$0.78	
99-00	\$128,549,181	\$58,588,979	84,245,900	65,271,588	30,469,463	1,969,501	45.58%	\$4.22	2.76	\$0.83	
00-01	\$145,328,856	\$61,648,589	83,826,529	65,357,473	30,577,628	2,010,726	42.42%	\$4.75	2.74	\$1.00	

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
MTS OPERATIONS TOTAL (FIXED ROUTE, DEMAND RESPONSIVE, ADA PARATRANSIT)	01-02	\$155,996,266	\$65,705,548	79,109,587	63,364,050	31,567,283	2,072,169	42.12%	\$4.94	2.51	\$1.14
	02-03	\$163,522,454	\$64,186,182	76,749,673	64,500,324	31,671,216	2,099,579	39.25%	\$5.16	2.42	\$1.29
	03-04	\$180,650,145	\$68,912,595	77,025,052	64,115,758	33,116,317	2,214,602	38.15%	\$5.46	2.33	\$1.45
	04-05	\$188,477,085	\$67,734,411	77,387,724	62,886,561	32,195,265	2,100,640	35.94%	\$5.85	2.40	\$1.56
	05-06	\$191,763,403	\$71,201,883	82,598,269	N/A	32,085,216	2,390,883	37.13%	\$5.98	2.57	\$1.46
	06-07	\$192,132,382	\$71,067,699	84,831,210	N/A	31,055,868	2,386,085	36.99%	\$6.19	2.73	\$1.43
	07-08	\$204,221,030	\$78,941,478	90,890,549	N/A	32,383,368	2,436,625	38.65%	\$6.31	2.81	\$1.38
	08-09	\$202,605,604	\$88,872,086	92,072,455	N/A	31,723,771	2,356,490	43.86%	\$6.39	2.90	\$1.24
	09-10	\$201,965,130	\$87,499,387	82,760,642	79,021,474	24,404,472	2,197,473	43.32%	\$8.28	3.39	\$1.38
	10-11	\$204,503,122	\$87,723,786	84,770,027	82,375,291	23,637,970	2,198,141	42.90%	\$8.65	3.59	\$1.38
	11-12	\$218,902,884	\$90,764,866	88,492,177	84,910,331	28,012,464	2,218,495	41.46%	\$7.81	3.16	\$1.45
	12-13	\$232,743,173	\$93,493,241	85,286,752	81,877,261	28,696,707	2,319,813	40.17%	\$8.11	2.97	\$1.63
	13-14	\$234,576,209	\$96,662,135	95,016,220	82,976,791	30,423,527	2,407,977	41.21%	\$7.71	3.12	\$1.45
	14-15	\$244,408,260	\$99,114,021	96,660,850	84,356,547	32,118,758	2,488,607	40.55%	\$7.61	3.01	\$1.50
	15-16	\$250,406,946	\$98,599,058	92,146,694	87,434,276	33,324,247	2,570,180	39.38%	\$7.51	2.77	\$1.65
	16-17	\$254,253,747	\$93,279,454	88,160,939	84,089,516	33,493,915	2,575,823	36.69%	\$7.59	2.63	\$1.83
	17-18	\$262,278,970	\$90,235,808	85,409,732	82,038,575	33,399,312	2,553,022	34.40%	\$7.85	2.56	\$2.01
	18-19	\$269,244,434	\$92,225,171	85,357,495	82,077,404	34,225,742	2,615,110	34.25%	\$7.87	2.49	\$2.07

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
NCTD TOTAL (FIXED ROUTE, DEMAND RESPONSE, ADA PARATRANSIT)	96-97	\$39,041,058	\$10,199,736	12,137,100	9,069,430	9,503,114	533,207	26.13%	\$4.11	1.28	\$2.38
	97-98	\$38,850,916	\$11,295,254	12,462,292	9,318,670	9,617,408	540,235	29.07%	\$4.04	1.30	\$2.21
	98-99	\$38,595,477	\$11,695,063	12,549,769	8,973,315	9,376,100	532,766	30.30%	\$4.12	1.34	\$2.14
	99-00	\$43,972,949	\$11,551,393	12,569,333	9,414,198	9,301,184	536,997	26.27%	\$4.73	1.35	\$2.58
	00-01	\$47,891,803	\$11,881,913	12,277,417	9,200,588	9,295,168	536,027	24.81%	\$5.15	1.32	\$2.93
	01-02	\$49,417,214	\$12,828,498	11,898,482	8,837,794	9,054,085	546,685	25.96%	\$5.46	1.31	\$3.08
	02-03	\$54,708,104	\$13,164,929	11,715,515	10,024,265	9,645,195	556,635	24.06%	\$5.67	1.21	\$3.55
	03-04	\$57,262,529	\$14,314,727	11,983,900	11,983,900	9,248,240	571,643	25.00%	\$6.19	1.30	\$3.58
	04-05	\$60,025,021	\$15,164,798	11,739,344	11,305,530	9,290,562	563,750	25.26%	\$6.46	1.26	\$3.82
	05-06	\$63,570,973	\$15,901,987	11,909,764	11,473,563	9,300,260	589,483	25.01%	\$6.84	1.28	\$4.00
	06-07	\$67,843,719	\$16,527,926	11,915,207	11,488,467	9,552,563	597,144	24.36%	\$7.10	1.25	\$4.31
	07-08	\$73,981,199	\$17,779,598	12,338,033	11,911,221	\$9,275,487	\$582,436	24.03%	\$7.98	1.33	\$4.56
	08-09	\$80,769,223	\$19,395,000	12,568,151	12,185,012	\$8,872,982	\$544,578	24.01%	\$9.10	1.42	\$4.88
	09-10	\$74,293,672	\$17,092,485	11,333,866	11,073,201	\$8,191,335	\$517,304	23.01%	\$9.07	1.38	\$5.05
	10-11	\$72,056,508	\$17,034,369	11,450,347	11,206,226	\$8,222,892	\$495,661	23.64%	\$8.76	1.39	\$4.81
	11-12	\$75,978,832	\$18,169,586	12,081,329	11,876,716	7,071,063	484,758	23.91%	\$10.75	1.71	\$4.79
	12-13	\$78,830,610	\$18,911,068	12,133,052	11,851,604	7,623,930	542,303	23.99%	\$10.34	1.59	\$4.94
	13-14	\$81,884,218	\$19,274,564	12,528,480	4,403,641	7,817,031	550,713	23.54%	\$10.48	1.60	\$5.00
	14-15	\$86,349,596	\$19,438,166	12,640,292	12,465,097	8,568,368	617,995	22.51%	\$10.08	1.48	\$5.29
	15-16	\$87,552,363	\$18,147,103	12,005,664	4,458,545	8,500,650	617,384	20.73%	\$10.30	1.41	\$5.78
16-17	\$92,492,731	\$16,386,260	10,958,725	4,226,795	8,483,667	635,436	17.72%	\$10.90	1.29	\$6.94	
17-18	\$98,163,165	\$15,211,059	10,662,534	4,179,622	8,071,125	610,840	15.50%	\$12.16	1.32	\$7.78	
18-19	\$96,871,863	\$15,529,374	10,391,614	4,018,899	7,762,252	566,596	16.03%	\$12.48	1.34	\$7.83	

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
ADA COMPLEMENTARY PARATRANSIT TOTAL	75-76	\$537,000	\$27,300	124,000	124,000	610,000	NA	5.08%	\$0.88	0.20	\$4.11
	76-77	\$534,000	\$31,200	142,000	142,000	628,000	NA	5.84%	\$0.85	0.23	\$3.54
	77-78	\$567,000	\$31,900	145,000	145,000	563,000	NA	5.63%	\$1.01	0.26	\$3.69
	78-79	\$474,496	\$28,493	137,508	137,508	404,432	NA	6.00%	\$1.17	0.34	\$3.24
	79-80	\$918,276	\$55,581	160,294	149,169	507,673	44,244	6.05%	\$1.81	0.32	\$5.38
	80-81	\$1,139,880	\$103,246	197,633	174,273	672,999	54,578	9.06%	\$1.69	0.29	\$5.25
	81-82	\$1,182,208	\$142,372	182,527	159,728	638,469	50,605	12.04%	\$1.85	0.29	\$5.70
	82-83	\$1,195,919	\$235,066	184,927	165,918	773,590	46,949	19.66%	\$1.55	0.24	\$5.20
	83-84	\$1,799,745	\$302,747	276,254	245,700	1,040,507	68,717	16.82%	\$1.73	0.27	\$5.42
	84-85	\$1,734,537	\$317,197	289,741	286,997	985,661	66,724	18.29%	\$1.76	0.29	\$4.89
	85-86	\$1,937,449	\$450,302	325,424	320,226	1,164,256	75,237	23.24%	\$1.66	0.28	\$4.57
	86-87	\$2,512,188	\$762,076	388,591	385,673	1,392,989	83,966	30.34%	\$1.80	0.28	\$4.50
	87-88	\$2,897,091	\$975,285	423,945	420,714	1,573,623	93,844	33.66%	\$1.84	0.27	\$4.53
	88-89	\$2,799,607	\$949,310	399,311	374,336	1,654,433	98,802	33.91%	\$1.69	0.24	\$4.63
	89-90	\$3,109,349	\$1,024,041	418,775	415,669	1,696,887	101,335	32.93%	\$1.83	0.25	\$4.98
	90-91	\$3,542,932	\$1,239,624	479,868	476,291	1,943,388	116,553	34.99%	\$1.82	0.25	\$4.80
	91-92	\$3,803,777	\$1,216,590	495,170	491,791	1,992,084	118,500	31.98%	\$1.91	0.25	\$5.22
	92-93	\$3,269,676	\$576,705	360,432	355,982	1,480,988	92,666	17.64%	\$2.21	0.24	\$7.47
	93-94	\$2,539,472	\$567,513	289,950	287,242	1,189,148	77,858	22.35%	\$2.14	0.24	\$6.80
	94-95	\$2,327,591	\$472,463	246,764	221,486	1,098,566	65,448	20.30%	\$2.12	0.22	\$7.52
	95-96	\$1,315,019	\$221,177	108,875	107,752	565,182	41,086	16.82%	\$2.33	0.19	\$10.05
	96-97	\$4,340,279	\$649,825	288,127	278,015	2,076,416	128,712	14.97%	\$2.09	0.14	\$12.81
	97-98	\$6,107,788	\$880,779	332,605	319,995	2,605,789	170,657	14.42%	\$2.34	0.13	\$15.72
	98-99	\$6,118,587	\$923,167	351,673	330,242	2,915,358	174,485	15.09%	\$2.10	0.12	\$14.77
	99-00	\$6,945,395	\$998,902	372,816	354,359	3,529,023	187,160	14.38%	\$1.97	0.11	\$15.95
	00-01	\$9,266,796	\$1,156,566	403,967	369,726	3,676,405	224,609	12.48%	\$2.52	0.11	\$20.08
	01-02	\$9,230,109	\$1,370,560	428,759	400,989	3,734,408	229,352	14.85%	\$2.47	0.11	\$18.33
	02-03	\$10,644,828	\$1,447,527	443,740	421,160	4,019,699	243,342	13.60%	\$2.65	0.11	\$20.73
	03-04	\$10,833,409	\$1,858,962	433,261	402,075	3,845,746	220,863	17.16%	\$2.82	0.11	\$20.71
	04-05	\$10,692,042	\$1,604,080	411,836	380,710	3,799,666	204,824	15.00%	\$2.81	0.11	\$22.07
	05-06	\$11,378,177	\$1,913,544	427,599	395,909	3,785,021	201,521	16.82%	\$3.01	0.11	\$22.13
	06-07	\$13,335,914	\$1,997,656	461,541	428,285	3,990,697	215,400	14.98%	\$3.34	0.12	\$24.57
	07-08	\$14,430,691	\$1,996,602	467,888	431,971	4,096,427	215,186	13.84%	\$3.52	0.11	\$26.57
	08-09	\$15,043,343	\$2,125,373	487,869	448,814	4,382,658	241,219	14.13%	\$3.43	0.11	\$26.48
09-10	\$15,077,844	\$2,228,162	473,136	436,157	4,121,149	148,671	14.78%	\$3.66	0.11	\$27.16	
10-11	\$16,531,622	\$2,246,833	476,380	437,629	4,103,255	228,073	13.59%	\$4.03	0.12	\$29.99	
11-12	\$16,746,496	\$2,213,386	605,238	458,793	4,036,486	238,515	13.22%	\$4.15	0.15	\$24.01	
12-13	\$18,437,137	\$2,561,632	656,197	494,289	4,465,715	255,106	13.89%	\$4.13	0.15	\$24.19	
13-14	\$20,259,892	\$2,661,314	699,329	531,520	5,038,368	281,610	13.14%	\$4.02	0.14	\$25.16	
14-15	\$24,866,890	\$3,124,157	778,705	607,070	6,179,289	353,228	12.56%	\$4.02	0.13	\$27.92	
15-16	\$27,463,205	\$3,269,254	822,678	664,651	6,665,097	378,608	11.90%	\$4.12	0.12	\$29.41	
16-17	\$29,607,180	\$3,666,271	838,547	684,389	6,843,732	389,307	12.38%	\$4.33	0.12	\$30.94	
17-18	\$31,216,093	\$3,429,646	782,819	651,862	6,486,761	371,945	10.99%	\$4.81	0.12	\$35.50	
18-19	\$30,342,778	\$3,701,971	745,481	619,019	6,185,425	330,205	12.20%	\$4.91	0.12	\$35.74	

Note: Figures for North County not included prior to FY 1997.

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
GENERAL PUBLIC DEMAND RESPONSIVE TOTAL	73-74	\$79,973	\$24,436	66,124	66,124	103,169	—	30.56%	\$0.78	0.64	\$0.84
	74-75	\$371,728	\$96,785	265,687	265,687	515,799	—	26.04%	\$0.72	0.52	\$1.03
	75-76	\$432,349	\$116,082	319,457	319,457	591,042	—	26.85%	\$0.73	0.54	\$0.99
	76-77	\$426,110	\$100,535	272,368	272,368	532,473	—	23.59%	\$0.80	0.51	\$1.20
	77-78	\$549,568	\$148,416	283,619	283,619	635,696	—	27.01%	\$0.86	0.45	\$1.41
	78-79	\$538,303	\$152,361	281,594	281,594	627,666	18,381	28.30%	\$0.86	0.45	\$1.37
	79-80	\$747,980	\$191,753	350,290	343,127	643,480	40,525	25.64%	\$1.16	0.54	\$1.59
	80-81	\$950,194	\$270,295	399,143	385,703	774,563	46,954	28.45%	\$1.23	0.52	\$1.70
	81-82	\$906,925	\$282,065	350,628	338,240	692,548	42,547	31.10%	\$1.31	0.51	\$1.78
	82-83	\$945,423	\$296,336	369,989	351,599	698,218	45,926	31.34%	\$1.35	0.53	\$1.75
	83-84	\$904,382	\$280,831	348,294	326,393	617,928	40,537	31.05%	\$1.46	0.56	\$1.79
	84-85	\$963,986	\$290,300	340,592	322,271	624,267	43,039	30.11%	\$1.54	0.55	\$1.98
	85-86	\$1,116,006	\$301,018	356,918	342,379	764,394	49,967	26.97%	\$1.46	0.47	\$2.28
	86-87	\$1,211,894	\$354,033	371,119	353,551	789,213	49,676	29.21%	\$1.54	0.47	\$2.31
	87-88	\$1,272,417	\$363,170	370,899	352,411	822,587	58,075	28.54%	\$1.55	0.45	\$2.45
	88-89	\$1,356,083	\$368,297	362,767	355,620	828,045	63,920	27.16%	\$1.64	0.44	\$2.72
	89-90	\$1,369,019	\$390,690	321,569	311,845	754,363	52,525	28.54%	\$1.81	0.43	\$3.04
	90-91	\$1,597,741	\$444,299	326,778	317,302	840,585	59,160	27.81%	\$1.90	0.39	\$3.53
	91-92	\$1,542,237	\$424,122	289,525	291,669	824,389	53,177	27.50%	\$1.87	0.35	\$3.86
	92-93	\$1,293,725	\$361,035	146,565	139,618	552,536	48,478	27.91%	\$2.34	0.27	\$6.36
	93-94	\$1,271,206	\$273,292	132,572	125,656	533,365	40,673	21.50%	\$2.38	0.25	\$7.53
	94-95	\$1,820,905	\$256,743	241,608	104,682	657,873	54,199	14.10%	\$2.77	0.37	\$6.47
	95-96	\$1,741,450	\$289,089	247,762	102,787	729,918	52,905	16.60%	\$2.39	0.34	\$5.86
	96-97	\$2,074,959	\$292,877	479,872	262,826	992,449	78,788	14.11%	\$2.09	0.48	\$3.71
	97-98	\$2,254,028	\$321,696	458,842	240,535	974,246	77,423	14.27%	\$2.31	0.47	\$4.21
	98-99	\$2,264,355	\$331,536	465,791	230,802	964,282	74,582	14.64%	\$2.35	0.48	\$4.15
	99-00	\$2,177,709	\$300,244	418,372	209,226	904,336	74,476	13.79%	\$2.41	0.46	\$4.49
	00-01	\$2,492,955	\$338,231	571,234	305,033	721,915	69,680	13.57%	\$3.45	0.79	\$3.77
	01-02	\$3,111,279	\$530,025	699,292	419,647	926,887	76,696	17.04%	\$3.36	0.75	\$3.69
	02-03	\$3,505,899	\$571,140	796,533	507,530	949,613	78,646	16.29%	\$3.69	0.84	\$3.68
	03-04	\$7,859,501	\$1,538,238	2,011,851	746,061	2,134,683	178,917	19.57%	\$3.68	0.94	\$3.14
	04-05	\$4,441,551	\$407,851	642,150	168,682	1,226,287	80,441	9.18%	\$3.62	0.52	\$6.28
	05-06	\$3,137,610	\$337,821	400,817	N/A	823,385	55,373	10.77%	\$3.81	0.49	\$6.99
	06-07	\$2,801,407	\$311,264	378,488	N/A	578,983	45,844	11.11%	\$4.84	0.65	\$6.58
07-08	\$2,870,285	\$327,580	366,792	N/A	553,685	45,188	11.41%	\$5.18	0.66	\$6.93	
08-09	\$1,516,031	\$297,220	163,420	N/A	264,595	19,117	19.61%	\$5.73	0.62	\$7.46	
09-10	\$937,177	\$244,191	103,667	102,739	180,700	9,586	26.06%	\$5.19	0.57	\$6.68	
10-11	\$980,446	\$229,446	143,004	141,530	184,008	9,567	23.40%	\$5.33	0.78	\$5.25	
11-12	\$324,087	\$46,826	4,578	3,506	55,137	2,373	14.45%	\$5.88	0.08	\$60.56	
12-13	\$510,197	\$76,342	18,690	18,690	80,636	4,282	14.96%	\$6.33	0.23	\$23.21	
13-14	\$617,128	\$75,698	24,557	24,557	100,160	7,652	12.30%	\$6.16	0.25	\$22.05	

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
GENERAL PUBLIC DEMAND RESPONSIVE TOTAL	14-15	\$604,632	\$74,744	25,705	25,705	118,105	8,650	12.40%	\$5.12	0.22	\$20.61
	15-16	\$635,670	\$66,114	24,890	24,890	119,923	8,476	10.40%	\$5.30	0.21	\$22.88
	16-17	\$739,753	\$56,329	20,704	20,704	108,648	7,632	7.61%	\$6.81	0.19	\$33.01
	17-18	\$1,333,775	\$180,945	27,646	27,646	245,191	16,525	13.6%	\$5.44	0.11	\$41.70
	18-19	\$1,978,578	\$192,637	32,443	32,443	305,832	16,455	9.7%	\$6.47	0.11	\$55.05

Notes: Figures for North County not included prior to FY 1997.

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
MTS FIXED ROUTE BUS (SAN DIEGO TRANSIT CORPORATION FY 67-05)	67-68	\$4,930,985	\$4,834,937	19,610,000	15,997,968	6,130,000	440,000	98.05%	\$0.80	3.20	\$0.00
	68-69	\$5,852,529	\$5,283,796	21,566,000	17,781,911	6,980,000	500,000	90.28%	\$0.84	3.09	\$0.03
	69-70	\$5,898,675	\$4,706,687	18,913,000	15,515,751	6,290,000	450,000	79.79%	\$0.94	3.01	\$0.06
	70-71	\$8,005,800	\$5,301,324	16,295,592	13,601,050	6,840,000	490,000	66.22%	\$1.17	2.38	\$0.17
	71-72	\$8,299,628	\$4,937,983	15,382,606	13,015,770	6,390,000	460,000	59.50%	\$1.30	2.41	\$0.22
	72-73	\$11,199,107	\$4,642,071	22,689,656	18,519,042	8,640,000	620,000	41.45%	\$1.30	2.63	\$0.29
	73-74	\$13,600,652	\$5,728,459	29,511,549	24,567,011	8,910,100	640,000	42.12%	\$1.53	3.31	\$0.27
	74-75	\$18,552,121	\$6,370,606	33,475,895	27,629,963	10,720,000	771,000	34.34%	\$1.73	3.12	\$0.36
	75-76	\$23,173,785	\$7,793,339	35,964,036	29,316,157	12,990,000	935,000	33.63%	\$1.78	2.77	\$0.43
	76-77	\$25,632,894	\$7,941,986	36,942,743	30,067,931	13,402,375	1,043,471	30.98%	\$1.91	2.76	\$0.48
	77-78	\$27,030,538	\$8,443,753	36,666,768	29,920,024	13,082,989	1,003,191	31.24%	\$2.07	2.80	\$0.51
	78-79	\$28,262,505	\$9,157,016	33,581,655	27,282,980	11,085,172	700,429	32.40%	\$2.55	3.03	\$0.57
	79-80	\$30,335,825	\$12,190,300	34,619,632	27,913,111	11,550,395	892,888	40.18%	\$2.63	3.00	\$0.52
	80-81	\$33,913,545	\$13,991,103	33,141,011	26,306,208	11,568,481	885,135	41.26%	\$2.93	2.86	\$0.60
	81-82	\$32,429,860	\$13,645,922	25,412,056	21,118,678	9,678,495	775,042	42.08%	\$3.35	2.63	\$0.74
	82-83	\$32,556,104	\$12,429,875	22,699,831	18,525,895	9,566,069	748,929	38.18%	\$3.40	2.37	\$0.89
	83-84	\$33,218,582	\$12,813,029	23,538,734	19,188,394	9,612,275	758,159	38.57%	\$3.46	2.45	\$0.87
	84-85	\$34,470,383	\$13,417,760	24,141,287	19,649,835	9,497,756	756,760	38.93%	\$3.63	2.54	\$0.87
	85-86	\$37,038,091	\$13,965,802	24,943,358	20,228,754	9,710,703	766,939	37.71%	\$3.81	2.57	\$0.92
	86-87	\$37,190,262	\$14,538,504	24,834,207	20,750,689	10,074,338	788,755	39.09%	\$3.69	2.47	\$0.91
	87-88	\$40,307,840	\$16,183,029	25,898,552	20,121,180	10,782,693	840,843	40.15%	\$3.74	2.40	\$0.93
	88-89	\$41,181,434	\$17,527,970	27,908,880	22,817,198	10,862,764	867,026	42.56%	\$3.79	2.57	\$0.85
	89-90	\$45,496,406	\$19,168,856	30,833,877	25,011,134	10,946,559	894,437	42.13%	\$4.16	2.82	\$0.85
	90-91	\$51,008,649	\$20,352,242	32,813,590	27,098,104	11,417,566	932,923	39.90%	\$4.47	2.87	\$0.93
	91-92	\$55,412,234	\$24,031,292	34,021,076	28,152,608	13,088,481	1,003,820	43.37%	\$4.23	2.60	\$0.92
	92-93	\$55,965,573	\$24,441,827	33,911,607	28,290,897	12,275,744	1,063,160	43.67%	\$4.56	2.76	\$0.93
	93-94	\$54,735,950	\$25,296,731	32,626,464	27,559,463	11,514,167	964,012	46.22%	\$4.75	2.83	\$0.90
	94-95	\$54,458,716	\$24,890,870	32,290,301	27,217,166	11,116,676	973,416	45.71%	\$4.90	2.90	\$0.92
	95-96	\$52,844,641	\$24,665,544	32,991,673	27,899,925	10,699,631	889,979	46.68%	\$4.94	3.08	\$0.85
	96-97	\$53,729,910	\$23,716,433	32,288,816	25,967,672	10,105,048	877,196	44.14%	\$5.32	3.20	\$0.93
	97-98	\$55,471,259	\$24,355,780	33,511,770	26,380,190	10,297,247	909,839	43.91%	\$5.39	3.25	\$0.93
	98-99	\$57,972,520	\$24,485,192	34,469,298	28,252,834	10,869,345	935,273	42.24%	\$5.33	3.17	\$0.97
	99-00	\$60,925,000	\$24,100,000	34,884,263	26,569,249	11,146,854	961,674	39.56%	\$5.47	3.13	\$1.06
	00-01	\$67,257,730	\$24,572,000	33,677,068	26,267,395	11,130,210	963,217	36.53%	\$6.04	3.03	\$1.27
01-02	\$71,944,000	\$25,914,000	31,923,576	25,349,612	11,285,546	958,032	36.02%	\$6.37	2.83	\$1.44	
02-03	\$71,209,003	\$23,758,460	28,966,424	23,028,411	10,867,305	913,322	33.36%	\$6.55	2.67	\$1.64	
03-04	\$75,526,059	\$22,500,657	25,545,374	20,385,481	10,348,010	851,415	29.79%	\$7.30	2.47	\$2.08	
04-05	\$78,216,331	\$21,383,099	24,425,117	20,057,566	10,087,350	829,743	27.34%	\$7.75	2.42	\$2.33	
05-06	\$125,906,217	\$41,457,861	48,134,101	38,928,793	20,245,177	1,728,020	32.93%	\$6.22	2.38	\$1.75	
06-07	\$124,679,338	\$41,862,215	49,070,997	39,515,214	19,776,866	1,756,170	33.58%	\$6.30	2.48	\$1.69	
07-08	\$135,300,449	\$45,956,569	52,386,315	50,706,986	21,001,543	1,805,932	33.97%	\$6.44	2.49	\$1.71	

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
MTS FIXED ROUTE BUS (SAN DIEGO TRANSIT CORPORATION FY 67-05)	08-09	\$131,413,658	\$53,488,306	54,616,583	53,266,055	20,304,394	1,744,790	40.70%	\$6.47	2.69	\$1.43
	09-10	\$130,190,727	\$52,526,774	51,834,008	50,520,860	18,036,878	1,662,899	40.35%	\$7.22	2.87	\$1.50
	10-11	\$131,757,955	\$51,067,181	52,655,500	51,434,853	17,297,604	1,600,218	38.76%	\$7.62	3.04	\$1.53
	11-12	\$142,182,218	\$53,857,526	55,362,710	54,180,306	17,457,951	1,614,349	37.88%	\$8.14	3.17	\$1.60
	12-13	\$151,887,552	\$55,932,101	55,076,228	53,996,250	17,911,071	1,659,373	36.82%	\$8.48	3.07	\$1.74
	13-14	\$147,513,329	\$54,380,739	54,776,421	45,827,231	18,269,427	1,690,004	36.86%	\$8.07	3.00	\$1.70
	14-15	\$153,841,356	\$55,536,295	55,984,529	46,734,108	19,372,508	1,742,298	36.82%	\$8.48	3.07	\$1.74
	15-16	\$157,047,673	\$54,992,617	51,945,396	50,985,943	20,017,474	1,814,426	35.02%	\$7.85	2.60	\$1.96
	16-17	\$157,411,683	\$51,432,876	49,917,091	48,849,717	19,920,844	1,816,419	32.67%	\$7.90	2.51	\$2.12
	17-18	\$162,562,881	\$48,195,106	47,817,832	46,903,220	19,968,534	1,818,214	29.65%	\$8.14	2.39	\$2.39
	18-19	\$167,892,692	\$47,222,603	47,487,075	46,359,188	20,812,716	1,891,770	28.13%	\$8.07	2.28	\$2.54

Note: Beginning in FY 05-06, data includes Contract Services, East County Suburban, Express Bus, and Poway Suburban. Beginning in FY07-08, data includes Chula Vista Transit and National City Transit. Beginning in FY11-12, data includes Rural.

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
SAN DIEGO TROLLEY INCORPORATED	81-82	\$3,453,804	\$2,787,175	3,893,073	3,659,185	1,004,861	27,776	80.70%	\$3.44	3.87	\$0.17
	82-83	\$4,101,325	\$3,037,204	4,177,010	4,044,989	1,266,319	30,376	74.05%	\$3.24	3.30	\$0.25
	83-84	\$4,950,481	\$3,976,264	5,401,091	4,801,126	1,612,697	34,038	80.32%	\$3.07	3.35	\$0.18
	84-85	\$5,516,600	\$4,753,300	5,973,965	5,392,345	1,600,228	34,438	86.16%	\$3.45	3.73	\$0.13
	85-86	\$6,116,199	\$5,560,148	6,995,674	6,294,555	1,795,735	41,371	90.91%	\$3.41	3.90	\$0.08
	86-87	\$7,379,527	\$6,336,741	7,776,166	6,805,374	2,044,831	53,495	85.87%	\$3.61	3.80	\$0.13
	87-88	\$8,280,085	\$7,362,028	9,280,616	8,506,381	2,129,521	53,631	88.91%	\$3.89	4.36	\$0.10
	88-89	\$9,003,936	\$8,480,826	10,716,454	9,849,208	2,237,206	57,404	94.19%	\$4.02	4.79	\$0.05
	89-90	\$13,320,475	\$12,411,220	16,005,726	15,370,145	4,014,744	82,033	93.17%	\$3.32	3.99	\$0.06
	90-91	\$16,833,128	\$13,453,473	18,029,989	17,092,017	4,454,978	91,028	79.92%	\$3.78	4.05	\$0.19
	91-92	\$18,843,438	\$13,972,888	17,162,550	16,430,786	4,507,494	99,648	74.15%	\$4.18	3.81	\$0.28
	92-93	\$19,878,005	\$12,999,123	16,961,838	15,772,460	4,410,636	99,769	65.39%	\$4.51	3.85	\$0.41
	93-94	\$19,396,557	\$12,839,279	14,887,952	12,450,989	4,175,656	99,315	66.19%	\$4.65	3.57	\$0.44
	94-95	\$19,927,498	\$12,896,511	15,624,411	12,292,790	4,098,876	97,650	64.72%	\$4.86	3.81	\$0.45
	95-96	\$20,842,211	\$14,119,409	16,770,356	13,387,730	4,215,284	100,761	67.74%	\$4.94	3.98	\$0.40
	96-97	\$23,150,851	\$15,641,407	18,286,616	14,955,548	5,059,054	95,308	67.56%	\$4.58	3.61	\$0.41
	97-98	\$26,480,208	\$18,589,024	22,969,209	18,751,507	6,186,987	108,685	70.20%	\$4.28	3.71	\$0.34
	98-99	\$29,340,950	\$20,132,617	24,567,479	20,477,711	6,990,998	126,960	68.62%	\$4.20	3.51	\$0.37
	99-00	\$32,154,689	\$20,940,891	28,743,326	22,972,488	7,090,499	124,861	65.13%	\$4.53	4.05	\$0.39
	00-01	\$37,282,268	\$22,244,487	28,885,554	22,697,993	7,070,019	126,740	59.67%	\$5.27	4.09	\$0.52
	01-02	\$37,358,997	\$22,157,906	25,432,952	20,676,990	7,046,660	138,821	59.31%	\$5.30	3.61	\$0.60
	02-03	\$38,985,869	\$22,071,207	25,174,788	23,256,229	6,921,657	137,298	56.61%	\$5.63	3.64	\$0.67
	03-04	\$41,830,450	\$24,196,943	26,538,239	24,543,606	6,983,370	137,383	57.85%	\$5.99	3.80	\$0.66
	04-05	\$47,661,707	\$25,855,241	29,333,350	24,579,512	7,060,503	137,932	54.25%	\$6.75	4.15	\$0.74
	05-06	\$55,014,600	\$27,933,766	33,829,833	27,646,268	8,317,250	468,830	50.78%	\$6.61	4.07	\$0.80
	06-07	\$55,951,561	\$27,401,733	35,114,185	29,394,096	7,932,153	438,168	48.97%	\$7.05	4.43	\$0.81
	07-08	\$56,133,210	\$31,120,170	37,858,533	33,981,819	7,932,153	439,377	55.44%	\$7.08	4.77	\$0.66
	08-09	\$58,485,590	\$33,453,632	36,928,284	33,309,312	7,932,153	409,515	57.20%	\$7.37	4.66	\$0.68
	09-10	\$59,693,575	\$33,004,891	30,468,981	28,080,868	3,188,216	444,256	55.29%	\$18.72	9.56	\$0.88
	10-11	\$58,877,300	\$34,672,428	31,612,877	30,479,012	3,167,484	416,527	58.89%	\$18.59	9.98	\$0.77
	11-12	\$63,309,242	\$35,216,408	32,654,613	30,401,616	7,544,239	427,603	55.63%	\$8.39	4.33	\$0.86
	12-13	\$66,350,716	\$35,553,838	29,699,366	27,531,761	7,495,760	471,679	53.58%	\$8.85	3.96	\$1.04
	13-14	\$71,592,168	\$40,187,908	39,694,632	36,772,202	8,516,212	511,648	56.13%	\$8.41	4.66	\$0.79
14-15	\$73,101,951	\$41,140,175	40,082,461	37,200,214	8,596,143	509,243	56.28%	\$8.50	4.66	\$0.80	
15-16	\$74,316,002	\$41,113,382	39,578,290	35,983,352	8,669,350	493,586	55.32%	\$8.57	4.57	\$0.81	
16-17	\$76,779,808	\$38,968,409	37,607,474	34,757,583	8,724,092	489,519	50.75%	\$8.80	4.31	\$0.85	
17-18	\$79,283,844	\$39,353,822	36,995,201	34,669,613	8,758,506	478,175	49.64%	\$9.05	4.22	\$1.08	
18-19	\$81,399,846	\$42,005,528	37,293,757	35,268,015	8,820,704	487,132	51.60%	\$9.23	4.23	\$1.06	

Note: Figure for San Diego Trolley, Inc. is in car miles and train hours (except FY 2005 to present which begins the reporting of car hours).

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
NCTD BREEZE	96-97	\$28,093,133	\$7,785,795	11,043,967	8,915,190	8,501,735	478,939	27.71%	\$3.30	1.30	\$1.84
	97-98	\$28,265,848	\$8,452,623	11,246,332	9,162,314	8,510,252	481,210	29.90%	\$3.32	1.32	\$1.76
	98-99	\$28,761,060	\$8,448,589	11,123,629	8,813,141	8,189,269	471,730	29.38%	\$3.51	1.36	\$1.83
	99-00	\$30,828,650	\$8,434,395	11,197,183	9,256,262	8,159,269	477,197	27.36%	\$3.78	1.37	\$2.00
	00-01	\$35,153,704	\$8,256,259	10,905,917	9,056,074	8,194,433	477,548	23.49%	\$4.29	1.33	\$2.47
	01-02	\$36,754,780	\$8,455,657	10,456,545	8,694,417	7,921,430	486,318	23.01%	\$4.64	1.32	\$2.71
	02-03	\$40,896,704	\$8,228,640	10,177,834	8,506,750	7,391,751	488,659	20.12%	\$5.53	1.38	\$3.21
	03-04	\$39,660,424	\$8,753,422	10,330,762	10,330,762	6,954,651	493,838	22.07%	\$5.70	1.49	\$2.99
	04-05	\$40,956,942	\$9,037,231	10,104,823	9,671,619	6,826,695	488,533	22.07%	\$6.00	1.48	\$3.16
	05-06	\$43,466,653	\$9,374,184	10,162,000	9,725,032	6,915,721	495,834	21.44%	\$6.28	1.47	\$3.35
	06-07	\$45,262,279	\$9,654,799	10,160,477	9,733,737	7,062,209	497,389	21.27%	\$6.41	1.44	\$3.50
	07-08	\$47,241,886	\$9,278,344	9,744,558	9,317,746	6,650,337	475,848	21.27%	\$7.10	1.47	\$3.90
	08-09	\$41,045,798	\$8,518,025	8,747,458	8,364,319	5,745,711	425,029	21.27%	\$7.14	1.52	\$3.72
	09-10	\$41,987,277	\$8,351,830	7,825,176	7,564,511	5,339,331	396,072	19.81%	\$7.86	1.47	\$4.30
	10-11	\$39,370,689	\$7,896,229	7,722,646	7,478,525	5,244,849	381,842	19.99%	\$7.51	1.47	\$4.08
	11-12	\$40,912,136	\$7,993,869	7,904,516	7,700,975	5,198,156	390,144	19.51%	\$7.87	1.52	\$4.16
	12-13	\$40,895,911	\$8,777,553	8,339,239	8,057,791	5,672,303	445,718	21.38%	\$7.21	1.47	\$3.85
	13-14	\$41,897,048	\$8,240,099	8,124,839	-	5,521,843	437,239	19.70%	\$7.59	1.47	\$4.14
	14-15	\$42,453,876	\$8,273,998	8,018,531	7,843,336	5,626,355	462,662	19.50%	\$7.55	1.43	\$4.26
	15-16	\$45,455,871	\$7,451,679	7,547,119	-	5,560,572	461,971	16.39%	\$8.17	1.36	\$5.04
16-17	\$48,572,548	\$6,396,151	6,731,930	-	5,589,959	478,130	13.17%	\$8.69	1.20	\$6.27	
17-18	\$47,949,156	\$6,464,872	6,482,912	-	5,222,538	448,656	13.48%	\$9.18	1.24	\$6.40	
18-19	\$43,122,264	\$6,523,572	6,372,715	-	5,076,177	424,004	15.13%	\$8.50	1.26	\$5.74	

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
NCTD COASTER	96-97	\$9,106,568	\$2,195,956	909,974	—	210,421	4,986	24.11%	\$43.28	4.32	\$7.59
	97-98	\$8,580,048	\$2,612,672	1,031,268	—	215,518	5,125	30.45%	\$39.81	4.79	\$5.79
	98-99	\$7,711,957	\$3,022,646	1,240,225	—	208,854	4,952	39.19%	\$36.93	5.94	\$3.78
	99-00	\$10,936,233	\$2,890,853	1,187,749	—	207,908	4,825	26.43%	\$52.60	5.71	\$6.77
	00-01	\$10,331,888	\$3,415,325	1,206,839	—	207,527	4,902	33.06%	\$49.79	5.82	\$5.73
	01-02	\$10,152,892	\$4,148,329	1,281,124	—	236,604	5,607	40.86%	\$42.91	5.41	\$4.69
	02-03	\$10,826,109	\$4,748,984	1,345,333	1,345,333	1,271,798	6,057	43.87%	\$8.51	1.06	\$4.52
	03-04	\$13,985,454	\$5,239,389	1,428,819	1,428,819	261,000	6,194	37.5%	\$53.58	5.47	\$6.12
	04-05	\$15,474,873	\$5,774,132	1,432,468	1,432,468	257,000	6,103	37.3%	\$60.21	5.57	\$6.77
	05-06	\$16,148,437	\$6,086,694	1,554,450	1,554,450	260,000	6,200	37.6%	\$62.11	5.98	\$6.47
	06-07	\$17,783,627	\$6,368,047	1,560,729	1,560,729	254,000	6,100	35.8%	\$70.01	6.14	\$7.31
	07-08	\$17,821,531	\$6,997,396	1,686,015	1,686,015	256,000	6,200	39.3%	\$69.62	6.59	\$6.42
	08-09	\$16,439,884	\$6,975,640	1,501,619	1,501,619	257,000	6,400	42.4%	\$63.97	5.84	\$6.30
	09-10	\$15,387,944	\$6,159,647	1,271,620	1,271,620	259,000	6,500	40.0%	\$59.41	4.91	\$7.26
	10-11	\$15,850,637	\$6,257,839	1,390,142	1,390,142	263,192	6,565	39.4%	\$60.22	5.28	\$6.90
	11-12	\$17,602,810	\$6,955,444	1,624,211	1,624,211	278,044	6,932	39.5%	\$63.31	5.84	\$6.56
	12-13	\$18,766,985	\$7,222,779	1,629,196	1,629,196	277,179	6,969	38.4%	\$67.71	5.88	\$7.09
	13-14	\$19,549,341	\$7,627,368	1,673,816	1,673,816	276,690	7,012	39.0%	\$70.59	6.05	\$7.12
	14-15	\$19,741,340	\$7,400,568	1,641,525	1,641,525	276,815	6,995	37.5%	\$71.32	5.93	\$7.52
	15-16	\$16,745,495	\$6,877,550	1,556,056	1,556,056	273,645	6,913	41.1%	\$61.19	5.69	\$6.34
16-17	\$18,114,430	\$6,452,948	1,454,865	1,454,865	271,414	6,861	35.6%	\$66.74	5.36	\$8.02	
17-18	\$17,242,148	\$5,072,463	1,433,125	1,433,125	272,015	6,857	29.4%	\$63.39	5.27	\$8.49	
18-19	\$19,820,391	\$5,406,058	1,408,677	1,408,677	270,395	8,473	27.3%	\$73.30	5.21	\$10.23	

Note: For FY 1997 to 2002, Revenue Miles are measured in train miles. For FY 2004 to Current Reported Year, Revenue Miles are measured in car miles. For FY 1996 to 2005, Revenue Hours in train hours but for FY 2005, Revenue Hours in car hours.

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
NCTD SPRINTER	07-08	\$7,219,771	\$668,047	718,481	718,481	140,347	6,217	9.3%	\$51.44	5.12	\$9.12
	08-09	\$15,049,550	\$2,272,203	2,195,373	2,195,373	482,000	21,800	15.1%	\$31.22	4.55	\$5.82
	09-10	\$12,779,915	\$2,076,377	2,117,920	2,117,920	482,000	21,900	16.2%	\$26.51	4.39	\$5.05
	10-11	\$13,036,488	\$2,388,199	2,219,825	2,219,825	498,717	22,648	18.3%	\$26.14	4.45	\$4.80
	11-12	\$13,804,726	\$2,650,993	2,417,640	2,417,640	513,514	23,337	19.2%	\$26.88	4.71	\$4.61
	12-13	\$14,725,284	\$2,280,064	2,000,888	2,000,888	417,973	18,989	15.5%	\$35.23	4.79	\$6.22
	13-14	\$15,031,520	\$2,763,574	2,551,106	2,551,106	517,858	23,525	18.4%	\$29.03	4.93	\$4.81
	14-15	\$16,147,811	\$3,002,250	2,769,686	2,769,686	517,911	23,526	18.6%	\$31.18	5.35	\$4.75
	15-16	\$16,295,393	\$2,975,566	2,677,929	2,677,929	518,836	23,585	18.3%	\$31.41	5.16	\$4.97
	16-17	\$15,521,078	\$2,692,729	2,549,053	2,549,053	518,894	23,390	17.3%	\$29.91	4.91	\$5.03
	17-18	\$20,854,239	\$2,750,013	2,532,731	2,532,731	516,894	23,489	13.2%	\$40.35	4.90	\$7.15
18-19	\$21,559,748	\$2,702,177	2,408,961	2,408,961	516,745	23,667	12.5%	\$41.72	4.66	\$7.83	

Note: Sprinter service was shut down from March 9 to May 17, 2013.

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
CORONADO FERRY	99-00	\$120,000	N/A	45,810	N/A	6,985	1,778	N/A	\$17.18	6.56	N/A
	00-01	\$120,000	N/A	48,420	N/A	7,440	1,984	N/A	\$16.13	6.51	N/A
	01-02	\$120,000	N/A	73,590	N/A	7,470	1,992	N/A	\$16.06	9.85	N/A
	02-03	\$123,600	N/A	83,680	N/A	7,500	1,992	N/A	\$16.48	11.16	N/A
	03-04	\$127,308	N/A	88,862	N/A	7,500	N/A	N/A	\$16.97	11.85	N/A
	04-05	\$131,124	N/A	88,750	N/A	7,560	N/A	N/A	\$17.34	11.74	N/A
	05-06	\$135,060	N/A	72,238	N/A	7,470	N/A	N/A	\$18.08	9.67	N/A
	06-07	\$139,116	N/A	77,536	N/A	7,440	N/A	N/A	\$18.70	10.42	N/A
	07-08	\$143,285	N/A	74,386	N/A	7,500	N/A	N/A	\$19.10	9.92	N/A
	08-09	\$147,584	N/A	N/A	N/A	7,500	N/A	N/A	\$19.68	N/A	N/A
	09-10	\$147,584	N/A	N/A	N/A	7,500	N/A	N/A	\$19.68	N/A	N/A
	10-11	\$147,584	N/A	N/A	N/A	7,500	N/A	N/A	\$19.68	N/A	N/A
	11-12	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	12-13	\$128,262	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	13-14	\$173,708	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	14-15	\$189,914	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	15-16	\$199,834	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	16-17	\$206,828	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	17-18	\$211,990	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18-19	\$216,663	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

Note: No fare is collected on the ferry. Miles and hours are counted as revenue miles/hours for Quarterly Operations Report purposes.

SANDAG AREA GENERAL PUBLIC DEMAND RESPONSE SERVICES

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
NCTD FLEX	96-97	\$493,052	\$59,104	108,416	84,144	185,055	13,969	11.99%	\$2.66	0.59	\$4.00
	97-98	\$510,159	\$53,939	103,245	77,403	180,162	13,944	10.57%	\$2.83	0.57	\$4.42
	98-99	\$525,309	\$53,428	101,071	77,228	184,666	13,945	10.17%	\$2.84	0.55	\$4.67
	99-00	\$531,590	\$49,007	100,034	74,894	161,319	13,949	9.22%	\$3.30	0.62	\$4.82
	00-01	\$605,633	\$43,596	84,306	65,065	158,714	13,849	7.20%	\$3.82	0.53	\$6.67
	01-02	\$566,085	\$55,808	77,535	60,737	152,792	13,645	9.86%	\$3.70	0.51	\$6.58
	02-03	\$847,387	\$30,307	109,178	89,241	216,274	19,081	3.58%	\$3.92	0.50	\$7.48
	03-04	\$1,125,209	\$89,060	140,122	140,122	288,290	24,848	7.91%	\$3.90	0.49	\$7.39
	04-05	\$932,009	\$76,636	115,747	115,747	239,716	21,497	8.22%	\$3.89	0.48	\$7.39
	05-06	\$925,238	\$85,109	105,739	105,739	226,838	20,316	9.20%	\$4.08	0.47	\$7.95
	06-07	\$1,011,950	\$84,089	95,239	95,239	230,053	20,948	8.31%	\$4.40	0.41	\$9.74
	07-08	\$998,297	\$80,331	87,818	87,818	224,674	20,724	8.05%	\$4.44	0.39	\$10.45
	08-09	\$102,365	\$7,929	8,205	8,205	21,921	2,012	7.75%	\$4.67	0.37	\$11.51
	09-10	\$0	\$0	0	0	0	0	0	0	0	0
	10-11	\$0	\$0	0	0	0	0	0	0	0	0
	11-12	\$324,087	\$46,826	4,578	3,506	55,137	2,373	14.4%	\$5.88	0.08	\$60.56
	12-13	\$510,197	\$76,342	18,690	18,690	80,636	4,282	15.0%	\$6.33	0.23	\$23.21
	13-14	\$617,128	\$75,698	24,557	24,557	100,160	7,652	12.3%	\$6.16	0.25	\$22.05
	14-15	\$604,632	\$74,744	25,705	25,705	118,105	8,650	12.4%	\$5.12	0.22	\$20.61
	15-16	\$635,670	\$66,114	24,890	24,890	119,923	8,476	10.4%	\$5.30	0.21	\$22.88
16-17	\$739,753	\$56,329	20,704	20,704	108,648	7,632	7.6%	\$6.81	0.19	\$33.01	
17-18	\$1,333,775	\$180,945	27,646	27,646	245,191	16,525	13.6%	\$5.44	0.11	\$41.70	
18-19	\$1,978,578	\$192,637	32,443	32,443	305,832	16,455	9.7%	\$6.47	0.11	\$55.05	

Note: NCTD FAST service discontinued in first quarter of FY 2008 to 2009 (8/10/2008). NCTD FLEX service started in FY 2012.

SANDAG AREA ADA COMPLEMENTARY PARATRANSIT SERVICES

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
MTS ACCESS	95-96	\$1,256,685	\$146,785	56,443	55,416	555,325	33,684	11.68%	\$2.26	0.10	\$19.66
	96-97	\$1,655,357	\$336,413	106,479	103,618	953,257	59,061	20.32%	\$1.74	0.11	\$12.39
	97-98	\$2,279,790	\$417,247	130,483	125,007	1,126,692	80,841	18.30%	\$2.02	0.12	\$14.27
	98-99	\$2,274,675	\$472,690	139,034	129,463	1,283,892	75,889	20.78%	\$1.77	0.11	\$12.96
	99-00	\$2,629,497	\$510,342	149,175	137,011	1,613,818	82,279	19.41%	\$1.63	0.09	\$14.21
	00-01	\$4,415,169	\$703,907	192,847	172,443	1,957,277	118,084	15.94%	\$2.26	0.10	\$19.24
	01-02	\$4,448,575	\$816,510	218,094	203,255	2,017,476	123,868	18.35%	\$2.21	0.11	\$16.65
	02-03	\$5,597,299	\$867,193	220,840	212,006	2,177,621	128,264	15.49%	\$2.57	0.10	\$21.42
	03-04	\$5,389,153	\$1,025,386	207,708	190,382	1,929,552	106,519	19.03%	\$2.79	0.11	\$21.01
	04-05	\$4,963,453	\$884,325	186,253	169,648	1,811,809	95,185	17.82%	\$2.74	0.10	\$21.90
	05-06	\$8,630,214	\$1,557,544	339,257	307,567	2,926,242	158,976	18.05%	\$2.95	0.12	\$20.85
	06-07	\$9,712,026	\$1,576,577	362,779	329,523	2,997,919	166,851	16.23%	\$3.24	0.12	\$22.43
	07-08	\$10,915,383	\$1,617,490	366,727	330,810	3,120,661	166,852	14.82%	\$3.50	0.12	\$25.35
	08-09	\$11,292,690	\$1,640,857	372,373	333,318	3,244,550	185,080	14.53%	\$3.48	0.11	\$25.92
	09-10	\$11,143,651	\$1,723,531	353,986	317,007	2,998,678	80,732	15.47%	\$3.72	0.12	\$26.61
	10-11	\$12,887,421	\$1,754,731	358,646	319,895	2,988,874	171,829	13.62%	\$4.31	0.12	\$31.04
	11-12	\$13,411,424	\$1,690,932	474,854	328,409	3,010,274	176,543	12.61%	\$4.46	0.16	\$24.68
	12-13	\$14,504,905	\$2,007,302	511,158	349,250	3,289,876	188,761	13.84%	\$4.41	0.16	\$24.45
	13-14	\$15,470,712	\$2,093,488	545,167	377,358	3,637,888	206,325	13.53%	\$4.25	0.15	\$24.54
	14-15	\$17,464,953	\$2,437,551	593,860	422,225	4,150,107	237,066	13.96%	\$4.21	0.14	\$25.30
15-16	\$19,043,271	\$2,493,060	623,008	464,981	4,637,423	262,168	13.09%	\$4.11	0.13	\$26.57	
16-17	\$20,062,257	\$2,878,169	636,374	482,216	4,848,980	269,885	14.35%	\$4.14	0.13	\$26.01	
17-18	\$20,432,246	\$2,686,880	596,699	465,742	4,672,273	256,632	13.15%	\$4.37	0.13	\$29.74	
18-19	\$19,951,896	\$2,997,040	576,663	450,201	4,592,322	236,208	15.02%	\$4.34	0.13	\$29.40	

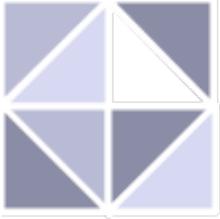
Note: Starting in FY 2005-2008, data includes MTS ADA Paratransit-Suburban Data. Beginning in FY 2011-2012, data includes Sorrento Valley COASTER Connection (SVCC).

Operator	Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
NCTD LIFT	96-97	\$1,348,305	\$158,881	74,743	70,096	605,903	35,313	11.78%	\$2.23	0.12	\$15.91
	97-98	\$1,494,861	\$176,020	81,447	78,953	711,476	39,956	11.78%	\$2.10	0.11	\$16.19
	98-99	\$1,597,151	\$170,400	84,844	82,946	793,311	42,139	10.67%	\$2.01	0.11	\$16.82
	99-00	\$1,676,476	\$177,138	84,367	83,042	772,688	41,026	10.57%	\$2.17	0.11	\$17.77
	00-01	\$1,800,578	\$166,733	80,355	79,449	734,494	39,728	9.26%	\$2.45	0.11	\$20.33
	01-02	\$1,943,457	\$168,704	83,278	82,640	743,259	41,115	8.68%	\$2.61	0.11	\$21.31
	02-03	\$2,137,903	\$156,998	83,170	82,941	765,372	42,838	7.34%	\$2.79	0.11	\$23.82
	03-04	\$2,491,442	\$232,856	84,197	84,197	867,980	46,763	9.35%	\$2.87	0.10	\$26.83
	04-05	\$2,661,197	\$276,799	86,306	85,696	994,526	47,617	10.40%	\$2.68	0.09	\$27.63
	05-06	\$2,746,052	\$356,000	88,342	88,342	858,779	42,545	13.0%	\$3.20	0.10	\$27.05
	06-07	\$3,622,088	\$421,079	98,762	98,762	992,778	48,549	11.6%	\$3.65	0.10	\$32.41
	07-08	\$3,513,508	\$379,112	101,161	101,161	975,766	48,334	10.8%	\$3.60	0.10	\$30.98
	08-09	\$3,748,853	\$484,516	115,496	115,496	1,138,108	56,139	12.9%	\$3.30	0.10	\$28.26
	09-10	\$3,932,079	\$504,631	119,150	119,150	1,122,471	58,000	12.8%	\$3.50	0.11	\$28.77
	10-11	\$3,642,401	\$492,102	117,734	117,734	1,114,381	56,244	13.5%	\$3.27	0.11	\$26.76
	11-12	\$3,335,072	\$522,454	130,384	130,384	1,026,212	61,972	15.7%	\$3.25	0.13	\$21.57
	12-13	\$3,932,232	\$554,330	145,039	145,039	1,175,839	66,345	14.1%	\$3.34	0.12	\$23.29
	13-14	\$4,789,180	\$567,826	154,162	154,162	1,400,480	75,285	11.9%	\$3.42	0.11	\$27.38
	14-15	\$7,401,937	\$686,606	184,845	184,845	2,029,182	116,162	9.3%	\$3.65	0.09	\$36.33
	15-16	\$8,419,934	\$776,194	199,670	199,670	2,027,674	116,439	9.2%	\$4.15	0.10	\$38.28
16-17	\$9,544,923	\$788,103	202,173	202,173	1,994,752	119,422	8.3%	\$4.79	0.10	\$43.31	
17-18	\$10,783,848	\$742,766	186,120	186,120	1,814,488	115,313	6.9%	\$5.94	0.10	\$53.95	
18-19	\$10,390,882	\$704,931	168,818	168,818	1,593,103	93,997	6.8%	\$6.52	0.11	\$57.38	



Appendix D

Social Service
Transportation Inventory



SOCIAL SERVICES TRANSPORTATION INVENTORY

JULY 2020

Agency Name	Program Name	Geographical Area	Eligibility	Target Population	Accessible
After Dawn Services LLC	After Dawn Services	Serving San Diego North County, Escondido, Oceanside, Vista, San Marcos, Carlsbad, Encinitas, Solana Beach, Del Mar, Rancho Bernardo, Poway	None	Transportation for General Public	YES
American Medical Response	Scripps La Jolla Mobile Shuttle	10 miles of Scripps of La Jolla Scripps	None	Transportation for General Public	YES
American Medical Response	Scripps Mercy Shuttle	20 miles of San Diego Scripps hospital	Must be Registered Agency Client	Clients Only	YES
Peninsula Shepherd Senior Center	Out & About Peninsula	92106, 92107, 92110 of San Diego Morena/Old Town, Ocean Beach, Point Loma	Must be Registered Agency Client	Clients Only	NO
24-7 Taxicab	24-7 Taxicab	All San Diego County	None	Transportation for General Public	YES
A and F Medical Transport	A and F Transport	All San Diego County	None	Transportation for General Public	YES
Arrive Rides	Arrive Rides	All San Diego County	None	Transportation for General Public	NO
Camp Pendleton Armed Services YMCA	Camp Pendleton Y-Shuttle	Camp Pendleton	Registered Clients Only	Active Military and Families	NO
Mountain Health & Community Services	Mountain Health Transportation Prog. Campo Clinic	Boulevard-91905 Campo-91906 Descanso-91916 Guatay-91931 Jacumba-91934 Pine Valley-91962 Potrero-91963 Tecate-91980	Must be Registered Agency Client	Clients Only	YES
Boys & Girls Clubs of Carlsbad	Boys & Girls Club North County Transportation	Carlsbad	Must be Registered Agency Client	Age – Children	NO
Carlsbad West Taxi Company	Carlsbad West Taxi Company	Carlsbad	None	Transportation for General Public	NO
City of Carlsbad	Carlsbad Senior Center Transportation Services	Carlsbad	Must be Registered Agency Client	Carlsbad residents Age – 60+	YES

Agency Name	Program Name	Geographical Area	Eligibility	Target Population	Accessible
Heritage Senior Care, Inc.	Heritage Senior Care Transportation/Escort Program	Carlsbad	None	Transportation for General Public	NO
Amigo Transportation	Amigo Transportation	Chula Vista	None	Transportation for General Public	YES
Boys & Girls Clubs of Chula Vista	Boys & Girls Club Chula Vista Transp. Program	Chula Vista	Transportation to Child Care One-Way Trip Services Must be Registered Client	CV Students of: CV Hills, Valle Lindo, Greg Rogers, Heritage, Veterans, McMillian, Park View, Hedenkamp, Leonado Da Vinci, & Otay Ranch Academy IB Students of: Nestor Language Academy, Emory, Central, IB Charter Bayside & Oneonta	NO
The Salvation Army	Salvation Army Senior Nutrition Program	Chula Vista, El Cajon, Metro Area, and Santee	None	Age – 60+; Transportation for General Public	NO
Del Mar Community Connections (DMCC)	DMCC Shuttle Bus	City of Del Mar	Must be Registered Agency Client	City Residents ONLY	YES
Del Mar Community Connections (DMCC)	DMCC Volunteer Drivers	City of Del Mar	Must be Registered Agency Client	City Residents ONLY	NO
Del Mar Community Connections (DMCC)	DMCC Dial A Ride	City of Del Mar	Must be Registered Agency Client	City Residents ONLY	NO
City of Vista	Out & About Vista Senior Shuttle	City of Vista	Must be Registered Agency Client	City Residents ONLY	YES
City of Vista	Out & About Vista Volunteer Driver Program	City of Vista	Must be Registered Agency Client	Age – 60+; City Residents ONLY	NO
City of Vista	City of Vista Senior Nutrition Program	City of Vista	Must be Registered Agency Client	Age – 60+; City Residents ONLY	YES
John D. Spreckels Center & Bowling Green	Coronado Seniors Out & About	Coronado	Must be Registered Agency Client	Age – 60+; City Residents ONLY	NO
Hostelling International - San Diego	Hostelling International - San Diego - Downtown	Downtown	None	Transportation for General Public	NO
The Free Ride	The Free Ride	Downtown	None	Transportation for General Public	NO
Let's Ride!	Let's Ride!	Carlsbad	Must be a Registered Agency Client	Transportation for Carlsbad students	NO
UPLIFT	UPLIFT Senior Partners Plus	Downtown San Diego	None	Unable to afford private service or taxi; Transportation for General Public	NO

Agency Name	Program Name	Geographical Area	Eligibility	Target Population	Accessible
Vista Hill Foundation / Don Allen Parentcare	Don Allen Parentcare Family Recovery Center	East San Diego Count	Must be Registered Agency Client; Unable to afford private service or taxi	Clients Only	YES
Golden State NEM Transportation LLC	Golden State NEM Transportation LLC	East San Diego County	None	Transportation for General Public	YES
St. Madeleine Sophie's Center	St. Madeleine Sophie's Center Day Programs	El Cajon	Must be Registered Agency Client	Age – 18 – 40 Age – 40 – 60 Age – 55+ Age – 60+ Developmental Disability Clients Only	YES
Encinitas Senior Center	Encinitas Senior Center Nutrition Lunch Program	Encinitas	Must be Registered Agency Client	Clients Only	NO
Encinitas Senior Center	Out & About Encinitas	Encinitas	Must be Registered Agency Client	Clients Only	NO
City of Escondido	Escondido Senior Center Nutrition Transportation Program	Escondido	Must be Registered Agency Client	City Residents ONLY	YES
Senior Service Council of Escondido	Senior Service Council of Escondido	Escondido	Must be Registered Agency Client	Age – 60+	NO
Fallbrook Senior Center	Fallbrook Senior Center Nutrition Program Transp.	Fallbrook	Must be Registered Agency Client;	Age – 60+; Clients Only	NO
City of La Mesa	Rides4Neighbors/Discount Taxi Program	La Mesa	Must be Registered Agency Client	City Residents ONLY	YES
Community Mobile Connections	Community Mobile Connections	La Mesa	Must be Registered Agency Client	City Residents ONLY	NO
La Jolla Community Center	La Jolla Community Center Senior Express	La Jolla	Must be Registered Agency Client	City Residents ONLY	NO
San Diego Center For The Blind and Vision Impaired	San Diego Center For The Blind-Transportation	Most of San Diego County	Must be Registered Agency Client	City Residents ONLY	YES
City of National City	Casa de Salud Center	National City	Must be a Casa Senior Club Member	Age – 60+	YES
City of National City	Kimball Senior Center	National City	Must be Registered Agency Client	Age – 60+; City Residents ONLY	NO
Paradise Valley Hospital Guest Transportation Serv	Paradise Valley Hospital Guest Transportation Serv	National City	Must be Registered Agency Client	City Residents ONLY	NO
Reliable Transportation	Reliable Transportation for Medical Appointments	North and East Suburban County	None	Transportation for General Public	NO

Agency Name	Program Name	Geographical Area	Eligibility	Target Population	Accessible
NCTD	ADA Paratransit NCTD	North County	ADA Certification Required; LIFT Eligibility, Visitor Eligibility or Eligibility Appeals	Transportation for General Public	YES
Right At Home	Rides by Right At Home	North County	None	Transportation for General Public	NO
Tender Nursing & Home Care Transportation Service	Tender Nursing & Home Care Transportation Service	North County	None	Transportation for General Public	YES
Venture Medical Transportation LLC	Venture Medical Transportation	North County	None	Transportation for General Public	NO
Yellow Cab	Yellow Cab of North County	North County	None	Transportation for General Public	NO
aNeededRide	aNeededRide	North County San Diego	None	Age – 18 – 40 Age – 40 – 60 Age – 55+ Diagnosed Illness: ALS/Lou Gehrig's Disease Diagnosed Illness: Cerebral Palsy Diagnosed Illness: AIDS Diagnosed Illness: HIV Symptomatic Diagnosed Illness: Alzheimers Diagnosed Illness: Cancer Diagnosed Illness: Heart Disease Diagnosed Illness: Multiple Sclerosis; Visually Impaired	NO
AAA Transport, Inc. (dba We Care Mobility)	AAA Transport, Inc.	North San Diego County	None	Transportation for General Public	YES
Oceanside Senior Citizens, Inc.	Oceanside Senior Nutrition Transportation	Oceanside	Must be Registered Agency Client	Age – 60+; City Residents ONLY; Clients Only	YES
Traveler's Aid Society	Hostelling International - San Diego - Point Loma	Point Loma	None	Must be 18 years + Must be homeless Unable to afford private services	NO
Poway Adult Day Health Care	Poway Adult Day Health Care	Poway	Must be Registered Agency Client	Clients Only	YES
Poway Senior Center	Poway Senior Center Transportation	Poway	Must be Registered Agency Client	Clients Only	YES

Agency Name	Program Name	Geographical Area	Eligibility	Target Population	Accessible
Alliance for African Assistance	Alliance for African Assistance Transportation	City of San Diego	Must be Registered Agency Client	Clients Only	NO
ARS Transportation Division Inc.	ARS Transportation Division Inc.	City of San Diego	None	Transportation for General Public	YES
Community Christian Service Agency	CCSA - Clairemont Service Center	City of San Diego	None	Transportation for General Public	NO
Community Christian Service Agency	CCSA - Joyce Snyder Center	City of San Diego	None	Transportation for General Public	NO
San Diego Mobility Vans	San Diego Mobility Vans	City of San Diego	None	Transportation for General Public	NO
Furaat Transportation Services	Furaat Transportation	City of San Diego	None	Transportation for General Public	YES
ITN San Diego	ITN San Diego	City of San Diego	Must be Registered Agency Client	Age – 60+ Clients Only	NO
Marquee Medical Transport	Marquee Medical Transport	City of San Diego	None	Transportation for General Public	YES
Neighborhood House	Neighborhood House ADHC Transportation	City of San Diego	Must be Registered Agency Client	Clients Only	YES
Neighborhood House	Neighborhood House Senior Center Transportation	City of San Diego	Must be Registered Agency Client	Age – 60+ Clients Only	NO
San Diego Regional Center	San Diego Regional Center Contract Services	City of San Diego	Must be Registered Agency Client	Clients Only	YES
Telekom	Telekom Transportation LLC	City of San Diego	None	Transportation for General Public	NO
Travelers Aid Society of San Diego	Travelers Aid Society	City of San Diego	None	Unable to afford private service or taxi Must be 18 years and older Must be homeless	NO
Travelers Aid Society of San Diego	Travelers Aid Society	City of San Diego	Must be Registered Agency Client	Clients Only	NO
UPLIFT	UPLIFT Triple Cross	City of San Diego	Unable to afford private service or taxi	Transportation for General Public	NO
Yellow Cab	Yellow Radio Service of San Diego	City of San Diego	None	Transportation for General Public	NO
GoGoGrandparent	GoGoGrandparent	City of San Diego	None	Transportation for General Public	NO

Agency Name	Program Name	Geographical Area	Eligibility	Target Population	Accessible
Golden Health Transportation	Golden Health Transportation	San Diego - serving some North County areas	None	Transportation for General Public	YES
Neighborhood House	Ryan White CARE Act	San Diego County	None	Diagnosed Illness: HIV Symptomatic	YES
Sol Transportation, Inc.	Sol Transportation, Inc.	San Diego County	None	Transportation for General Public	YES
Super Shuttle, Inc.	Super Shuttle	San Diego County	None	Transportation for General Public	YES
TLC Medical Transport, LLC	TLC Medical Transport	San Diego County	None	Transportation for General Public	YES
Transit Van Shuttle	Transit Van Shuttle	San Diego County	None	Transportation for General Public	YES
Fun, Love & Care Transportation	Fun, Love & Care Transportation	San Diego County (not North County)	None	Transportation for General Public	YES
Boys & Girls Clubs of San Dieguito	Boys & Girls Club of San Dieguito	San Dieguito	Must be Registered Agency Client	Clients Only	NO
AmeriCare Adult Day Healthcare Center	AmeriCare ADHC Transportation	San Marcos	Must be Registered Agency Client	Clients Only	NO
Boys & Girls Clubs of San Marcos	Boys & Girls Club San Marcos Transportation	San Marcos	Must be Registered Agency Client	Age – Children; Clients Only	NO
City of San Marcos Senior Center	City of San Marcos "Catch-A-Ride"	San Marcos	Must be Registered Agency Client	Age – 60+ City Residents ONLY Clients Only	YES
City of San Marcos Senior Center	City of San Marcos Senior Center	San Marcos	Must be Registered Agency Client	Age – 60+ City Residents ONLY Clients Only	YES
City of San Marcos Senior Center	City of San Marcos Taxi Voucher Program	San Marcos	Must be Registered Agency Client	Age – 60+ City Residents ONLY	NO
Interfaith Community Services	Project CARE Taxi Voucher Program, San Marcos	San Marcos	Must be Registered Agency Client	Ages 55 to 60 ONLY City Residents ONLY Income Requirements: \$20,000 / year or less Individuals unable to use public transit Unable to afford private service or taxi	NO
Center For Employment Training	CET - San Ysidro Student Shuttle Bus	San Ysidro	Must be Registered Agency Client	Clients Only	NO
Courtesy Cab Company	Courtesy Cab	Serving North County	None	Transportation for General Public	NO

Agency Name	Program Name	Geographical Area	Eligibility	Target Population	Accessible
Daily Patient Transport, Inc.	Daily Patient Transport, Inc.	Serving San Diego County	None	Transportation for General Public	YES
Sharp Health Care	Sharp Health Care Transportation	Sharp Chula Vista, Sharp Memorial Hospital, Sharp Grossmont Hospital	Must be Registered Agency Client Individuals unable to use public transit Unable to afford private service or taxi	Age – 60+; Clients Only; People who use wheelchairs/mobility devices	YES
Solana Beach Presbyterian Church Senior Center	Solana Beach Presbyterian Church Transportation	Solana Beach	None	Transportation for General Public	NO
City of Solana Beach	Solana Beach Dial-A-Ride	Solano Beach	Must be Registered Agency Client	Clients Only	NO
Care A Van	Care-A-Van	Throughout North County	None	Transportation for General Public (People who use wheelchairs/mobility devices)	YES
Emilio Nares Foundation	Ride With Emilio	Throughout San Diego County	None	Transportation for General Public (Age – Children)	NO
Employment and Community Options	Employment and Community Options	Throughout San Diego County	Must be Registered Agency Client	Developmental Disability Clients Only	NO
Tri-City Medical Center	Tri-City Patient Transport Express	Tri-City Medical Center	Must be Registered Agency Client	Clients Only	YES
Vista Community Clinic	Vista Community Clinic Transportation	Vista	Must be Registered Agency Client Unable to afford private service or taxi	Clients Only	NO
Adult Protective Services, Inc.	Adult Protective Serv Adult Day Healthcare Program	Vista, Chula Vista	Must be Registered Agency Client	Clients Only	NO
Sharp Senior Health Center Downtown	Sharp Senior Health Ctr Downtown Patient Van Serv.	Within Sharp Healthcare	Must be Registered Agency Client	Clients Only	NO
A Better Solution In Home Care, Inc.	A Better Solution In Home Care Transportation	ALL San Diego County	None	Transportation for General Public	NO
Ability Center	Ability Center Rental Vans for People with disabilities	ALL San Diego County	Must be Registered Agency Client	Clients Only	NO
ALS Association, Greater San Diego Chapter	ALS Association Transportation	ALL San Diego County	Must be Registered Agency Client	Clients Only; Diagnosed Illness: ALS/Lou Gehrig's Disease Individuals unable to use public transit	YES

Agency Name	Program Name	Geographical Area	Eligibility	Target Population	Accessible
American Cancer Society	American Cancer Society's Road to Recovery	ALL San Diego County	Must be Registered Agency Client	Diagnosed Illness: Cancer	NO
Assisted Multicare Transportation (AMT), Inc.	Assisted Multicare Transportation (AMT)	ALL San Diego County	None	Transportation for General Public	YES
At Your Home Familycare	At Your Home Familycare Transportation	ALL San Diego County	None	Clients Only	NO
Bernardo Technical Services / Alta Golden	Alta Golden	ALL San Diego County	None	Transportation for General Public	NO
Big City Transportation	Big City Transportation	ALL San Diego County	None	Diagnosed Illness: Other Hearing Impaired Individuals unable to use public transit Insurance Providers Accepted: Medi-Cal	NO
Black Tiger Transportation	Black Tiger Transportation	ALL San Diego County	None	Transportation for General Public	YES
Blind Community Center of San Diego	Blind Comm. Center Transportation for Craft Class	ALL San Diego County	Must be Registered Agency Client	Visually Impaired Clients Only	YES
Braille Institute	Braille Institute Student Transportation Program	ALL San Diego County	Must be Registered Agency Client	Visually Impaired Clients Only	NO
Care 4 U Mobility	Care 4 U Mobility	ALL San Diego County	None	Transportation for General Public	YES
GO GO Charters	GO GO Charters	ALL San Diego County	Must be a Registered Agency Client	Transportation for General Public	NO
I Commute Van Pool Program	SANDAG	ALL San Diego County	Must be a Registered Agency Client	Transportation for General Public	NO
DMCC Sassy Chasis Transportation	City of Del Mar	Del Mar Residents only	Must be a Registered Agency Client	Clients only	NO
DMCC Volunteer Drivers	City of Del Mar	Del Mar Residents only	Must be a Registered Agency Client	Clients only	NO
DMCC Wheelchair Accessible Foxy Flyers	City of Del Mar	Del Mar Residents only	Must be a Registered Agency Client	Clients only	YES
LLS Susan Lang Patient Travel Program	Leukemia & Lymphoma Society	ALL San Diego County	Must be a Registered Agency Client	Clients only	NO

Agency Name	Program Name	Geographical Area	Eligibility	Target Population	Accessible
Home of Guiding Hands	Charles Cheneweth Foundation ADHC Transportation	Bonita-91902 Chula Vista-91910 Chula Vista-91911 Chula Vista-91913 Chula Vista-91914 Chula Vista-91915 Encanto-92114 Golden Hill/ Southeast-92102 Imperial Vista-91932 National City-91950 Nestor-92154 Paradise Hills-92139 San Ysidro-92173	Must be Registered Agency Client	Clients Only	NO
International Rescue Committee Transportation	International Rescue Committee Transportation	Central San Diego-92188 El Cajon-92019 Mid-City-92174	Must be a Registered Agency Client	Clients Only	NO
City Link Foundation	City Link Foundation	ALL San Diego County	Must be Registered Agency Client	Developmental Disability Clients Only	YES
HopSkipDrive	HopSkipDrive	ALL San Diego County	Must be Registered Agency Client	Clients only	NO
Jewish Family Service	On The Go Navigator	ALL San Diego County	Must be Registered Agency Client	Clients Only	NO
Jewish Family Service	On The Go Silver	Alpine-91901	Must be Registered Agency Client	Clients Only	YES
Jewish Family Service	On the Go Out & About Dementia Friendly Excursions	ALL San Diego County	Must be Registered Agency Client	60+ Alzheimer's Parkinson's Related forms of Mild Cognitive Impairment	YES
Jewish Family Service	On the Go Excursions	ALL San Diego County	Must be Registered Agency Client	Age- 60+	YES

Agency Name	Program Name	Geographical Area	Eligibility	Target Population	Accessible
Jewish Family Service	On the Go Rides & Smiles and Community Partner Shuttles	Clairemont-92117 College Grove-92115 Del Mar-92014 Escondido-92029 Grantville/ Del Cerro-92120 La Jolla-92037 La Mesa-91941 La Mesa-91942 Linda Vista/Clairemont/ Kearny Mesa-92111 Mira Mesa-92126 Mission Valley-92108 Navajo/ San Carlos-92119 Normal Heights/ Kensington-92116 North City West-92130 Poway-92064 Rancho Bernardo- 92127 Rancho Bernardo- 92128 Rancho Penasquitos- 92129 Scripps Miramar Ranch-92131 Serra Mesa-92123 Tierrasanta-92124	Must be Registered Agency Client	Age – 60+	NO
Jewish Family Service	North County Inland Senior Center	Poway-92064	Must be Registered Agency Client	60+	NO
Jewish Family Service	College Ave. Social & Wellness Center	College Grove-92115	Must be Registered Agency Client	60+	NO
Jewish Family Service	Balboa Ave Older Adult Center	ALL San Diego County	Must be Registered Agency Client	60+ Alzheimer's Parkinson's	NO
Jewish Family Service	University City Senior Center Transportation	Clairemont-92117 La Jolla-92037 University City-92122	Must be Registered Agency Client	Age – 60+	NO

Agency Name	Program Name	Geographical Area	Eligibility	Target Population	Accessible
Joan's Journey	Joan's Journey Senior Transportation Program	Central San Diego-92112 Central San Diego-92163 Central San Diego-92170 Central San Diego-92188 Central San Diego-92189 Clairemont-92117 Coastal-92038 Coastal-92039 Coastal-92169 Del Mar-92014 Downtown-92101 East San Diego-92105 Golden Hill/ Southeast-92102 Hillcrest/Mission Hills-92103 Kearny Mesa-92168 Kearny Mesa-92171 Kearny Mesa-92177 Kearny Mesa-92193 Kearny Mesa-92197 La Jolla-92037 Linda Vista/Clairemont/ Kearny Mesa-92111 Mid-City-92174 Mid-City-92182 Mission Valley-92108 Morena/Old Town/ Bay Park-92110 North City West-92130 North Island Naval Air Station-92135 North Park-92104 North San Diego-92198 Ocean Beach-92107 Pacific/ Mission Beach-92109 Peninsula-92137 Peninsula-92138 Peninsula-92167 Pier Area-92136 Point Loma-92106 Serra Mesa-92123 University City-92122 University-92093 University-92161 University-92192	None	Transportation for General Public	NO
La Maestra Family Clinic, Inc.	La Maestra Family Clinic Transportation	East San Diego-92105	Must be Registered Agency Client	Individuals unable to use public transit Clients Only	NO
Lenora's Homecare Services	Lenora's Homecare Services Transportation	ALL San Diego County	Must be Registered Agency Client	Clients Only	NO
LivHome	LivHome Client Transportation Program	ALL San Diego County	Must be Registered Agency Client	Age – 18 – 40 Age – 40 – 60 Age – 60+	NO

Agency Name	Program Name	Geographical Area	Eligibility	Target Population	Accessible
Love 2 Live Care Services	Love 2 Live Care Services	ALL San Diego County	None	Transportation for General Public	NO
MAAC Project Head Start	MAAC Project Head Start Program	Camp Pendleton-92055 Fallbrook-92028 Oceanside-92054 Oceanside-92057 Pauma Valley-92061 San Marcos/ Lake San Marcos-92069 Valley Center-92082 Vista-92081 Vista-92083 Vista-92084	Must be Registered Agency Client	Unable to afford private service or taxi Clients Only	YES
Metropolitan Transit System	MTS Access Urban Route	ALL San Diego County	Must be Registered	Clients Only	YES
Metropolitan Transit System	SD COMMUTE (MTS)	ALL San Diego County	None	Transportation for General Public	NO
Mountain Shadows Community Homes	Mountain Shadows Commun. Homes Transportation Prog	Northern San Diego County	Must be Registered Agency Client	Developmental Disability	YES
National MS Society Pacific South Coast Chapter	National MS Society Pacific South Coast Chapter	ALL San Diego County	Must be Registered Agency Client	Multiple Sclerosis Individuals unable to use public transit; Unable to afford private service or taxi Clients Only	NO
New Entra Casa	New Entra Casa Transportation	ALL San Diego County	Must be Registered Agency Client	Clients Only	NO
No Vacancy Agency, Inc.	No Vacancy Transportation Program	ALL San Diego County	None	Individuals unable to use public transit People who use wheelchairs/mobility devices: Transportation for General Public	YES
Noah Homes, Inc.	Noah Homes Transportation	ALL San Diego County	Must be Registered Agency Client	Developmental Disability Clients Only	YES
North County Transit District	SD COMMUTE (NCTD)	North County	None	Transportation for General Public	NO
North County Transit District	NCTD Travel Training Services	North County	None	Transportation for General Public	YES
North County Transit District	FLEX Ramona	Ramona, San Pasqual, Escondido	None	Transportation for General Public	YES
North County Transit Center	FLEX Ramona Midday	Ramona, San Pasqual, Escondido	None	Transportation for General Public	YES
North County Transit Center	FLEX Oceanside	Camp Pendleton, Oceanside	None	Transportation for General Public	YES

Agency Name	Program Name	Geographical Area	Eligibility	Target Population	Accessible
North County Transit Center	FLEX San Onofre	Camp Pendleton, Oceanside, San Onofre	None	Transportation for General Public	YES
North County Transit District	LIFT Transportation, ADA Paratransit Service	Northern San Diego County	None	Transportation for General Public	YES
Paradise Senior Health Center	Paradise Senior Health Center	Bonita-91902 Chula Vista-91910 Chula Vista-91911 Chula Vista-91913 Chula Vista-91914 Chula Vista-91915 Downtown-92101 East San Diego-92105 Encanto-92114 Hillcrest/ Mission Hills-92103 Imperial Vista-91932 Lemon Grove-91945 National City-91950 Nestor-92154 North Park-92104 Paradise Hills-92139 San Ysidro-92173 Southeast/ Logan Heights-92113 Spring Valley-91977	Must be Registered Agency Client	Clients Only	YES
PCI Global (Project Concern International)	PCI Global - Client Only Transportation	College Grove-92115 East San Diego-92105 Encanto-92114 Golden Hill/ Southeast-92102 Lemon Grove-91945 National City-91950 Normal Heights/ Kensington-92116 North Park-92104 Paradise Hills-92139 Southeast/ Logan Heights-92113 Spring Valley-91977	Must be Registered Agency Client	Clients Only	NO
Poway Adult Day Health Care	Poway Adult Day Health Care	Poway-92064 Rancho Bernardo-92127 Rancho Bernardo-92128 Rancho Penasquitos-92129	Must be Registered Agency Client	Age – 60+ Individuals unable to use public transit Clients Only	YES
Presbyterian Urban Ministries	Presbyterian Urban Ministries	ALL San Diego County	Must be Registered Agency Client	Unable to afford private service or taxi	NO
Rancho Bernardo Community Presbyterian Church	Rancho Bernardo Commun. Pres. Church Transport.	Rancho Bernardo-92128	None	Transportation for General Public	NO

Agency Name	Program Name	Geographical Area	Eligibility	Target Population	Accessible
Rock Cancer CARE	Rock Cancer CARE	Southern San Diego County	Must be Registered Agency Client	Diagnosed Illness: Cancer Income Requirements: \$20,000 / year or less; Unable to afford private service or taxi	NO
Samahan Senior Center	Samahan Senior Center	Golden Hill/ Southeast-92102	Must be Registered Agency Client	Age – 60+	YES
San Diego American Indian Health Center	San Diego American Indian Health Center Outreach	ALL San Diego County	Must be Registered Agency Client	City Residents ONLY Unable to afford private service or taxi Clients Only	NO
Uptown Faith Community Service Center	Uptown Faith Community Service Center	ALL San Diego County	Must be Registered Agency Client	Age – 60+ People who use wheelchairs/mobility devices Unable to afford private service or taxi Clients Only	YES
Wingz	Wingz	ALL San Diego County	Must be Registered Agency Client	Clients Only	NO



Appendix E

Service Implementation Plans

MTS

Service Implementation Plan

FY 2020



April 27, 2020

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I. Overview

MTS completed the implementation of the Transit Optimization Plan (TOP) in 2018. This was a ten-year update to its Comprehensive Operational Analysis intended to reverse declining ridership trends that have impacted transit services nationwide. The TOP was a broad review of MTS' bus system and how well it is meeting current market demands, and led to changes to over 50 bus routes, implemented over an 18-month period. Initial results have shown very positive results, with new service investments resulting in an increase in ridership. Prior to the outbreak of Covid-19, MTS had been poised for an overall ridership increase in FY 2020, the first in four years.

II. FY 2019 Service Changes

A. Background

Service adjustments are guided by MTS Policy 42, Transit Service Evaluation and Adjustment. This policy established by the Board of Directors was amended in 2007 to incorporate the vision for MTS services developed in the Comprehensive Operational Analysis the previous year. The vision called for the development of services that are customer-focused, competitive with other travel options, integrated and sustainable. Further, it transformed the system from one based on area coverage to one focused on productivity.

Policy 42 establishes a hierarchy of service evaluation that includes system, operator, route category and route criteria. In developing service change proposals, staff assesses services based primarily on the route productivity measures of passengers per revenue hour (customer-focused and competitive criteria), farebox recovery ratio and subsidy per passenger (sustainability criteria); and on the service quality measures of passenger load factor and on-time performance (customer-focused and competitive criteria).

B. Service Changes

MTS has implemented the following service changes during the system schedule changes occurring in FY 2019 and FY 2020 (through April).

September 2018 Service Changes

The service changes implemented in September 2018 were primarily seasonal adjustments and minor system maintenance in nature. MTS implemented some TOP changes in East County, and an “early-action” starter segment of the South Bay *Rapid* Route 225 was started between Downtown San Diego and Chula Vista.

Route	Description of Changes
2	Schedule adjustments on all days.
7	Schedule adjustments for schools and other seasonal changes.
8, 9	Seasonal reduction in frequency to 20 minutes Monday-Saturday, 30 minutes on Sundays.
30	Seasonal weekend and other schedule adjustments.
41, 44	Schedule adjustments for schools and other seasonal changes.
<i>Rapid</i> 201/202	Schedule adjustments for schools and other seasonal changes.
<i>Rapid</i> 225	New <i>Rapid</i> 225 introduces MTS <i>Rapid</i> bus service to South Bay! The initial segment between East Palomar Station and Downtown San Diego begins on Tuesday, Sept. 4, 2018. Services will operate along Interstate 805 every 15-30 minutes northbound during the morning peak and southbound during the afternoon peak. <i>Rapid</i> 225 will be extended to its full length to Otay Mesa in early 2019.
709	Route 709L starts Aug. 20 for Southwestern College.
712	Route 712L starts Aug. 20 for Southwestern College. Also, schedule adjustments on all days.
832	Routing is adjusted to remain on Magnolia Avenue between Woodglen Vista Drive and Mission Gorge Road. Service east of Magnolia Avenue, along El Nopal, 2nd Street, and Los Ranchitos Road is discontinued. Also, schedule adjustments on all days.
834	Route is restructured to operate every hour on weekdays, from 6:30 a.m. to 5:30 p.m., with a new routing along Mission Gorge Road, Mast Blvd. (including West Hills H.S.), and Carlton Hills Blvd. Service along Prospect Avenue, Mesa Drive, and Carlton Oaks Drive is discontinued.
838	One earlier morning trip added on Weekdays.
852	Terminal in City Heights is changed to Orange Avenue at Colina del Sol Park, and stops are added on University Avenue at 52nd and 54th Streets. Also, schedule adjustments on all days.
854	Route 854x starts Aug. 20 for Grossmont College.

Route	Description of Changes
856	Service to Rancho San Diego Village area (Avocado Blvd., Calle Verde) is discontinued on all days. Limited service remains available on weekdays via Rural Route 894. Also, schedule adjustments on all days.
904	Extra summer service and free fare continue through Labor Day (Monday, September 3). Regular fares and hourly schedule resume on Tuesday, September 4.
905, 909	Minor schedule adjustments on all days.
936	Minor schedule adjustments on all days.
964	Schedule adjustments on all days.
968	Minor route change to use Highland Avenue instead of D Avenue between 4th Street and 8th Street. Also, minor schedule adjustments.
972, 973	Effective Oct. 8, 2018, the 8:55 a.m. trip is discontinued on both routes, due to cancellation of Sorrento Valley services on the connecting Amtrak train.
979	Route adjustment in University City due to Genesee Avenue construction. Also, minor schedule adjustments to improve connections.

January 2019 Service Changes

January 2019 changes were concentrated around the full implementation of the South Bay *Rapid* Route 225, extending the service all the way to Otay Mesa. Complementary changes were made to feeder routes in the Chula Vista and Otay Mesa areas. MTS also assumed service of some UC San Diego shuttle services, by adding capacity on the *Rapid* 201/202 route.

Route	Description of Changes
7	Minor schedule adjustments.
11	Minor schedule adjustments.
12	Minor schedule adjustments.
14	Minor schedule adjustments.
41	Major route change in the UC San Diego area: Route 41 is changed to operate a one-way counter-clockwise loop around Villa La Jolla Drive, Gilman Drive, and La Jolla Village Drive. Route 41 will no longer enter into the VA Medical Center. Riders travelling to or from the VA Medical Center should use Routes 30, 101, or 150. The terminal remains the same at Gilman Transit Center, and a new outbound stop is added at Gilman Drive/Eucalyptus Grove Lane. Also, minor schedule adjustments.
115	Minor schedule adjustments.

Route	Description of Changes
<i>Rapid</i> 201/202	Added weekday frequencies throughout the day to replace capacity formerly provided on UC San Diego's Arriba Shuttle route. Riders previously using the Arriba Shuttle between La Jolla Colony and UC San Diego should use <i>Rapid</i> 202 towards campus and <i>Rapid</i> 201 leaving campus. Note that regular MTS fares and passes apply on <i>Rapid</i> 201/202.
<i>Rapid</i> 215	Minor schedule adjustments.
<i>Rapid</i> 225	New <i>Rapid</i> 225 extends MTS <i>Rapid</i> bus service to the Border! <i>Rapid</i> 225 is extended to operate between Downtown San Diego and the Otay Mesa border. Service operates in both directions 7 days/week every 30 minutes; weekday peak service is every 15 minutes. Five new stations open in Chula Vista: Heritage, Lomas Verdes, Santa Venetia, Otay Ranch, and Millenia. The border terminal is the new Otay Mesa Transit Center, where connections can be made to Routes 905, 909, and 950.
<i>Rapid</i> 235	Minor schedule adjustments.
701	Minor schedule adjustments.
704	Route changes and minor schedule adjustments. In Downtown Chula Vista, Route 704 will operate along 3rd Avenue instead of 4th Avenue. Route 704 will also operate between Downtown Chula Vista and E Street Transit Center along F Street instead of E Street. (Service on E Street remains on Route 705.)
707	Major schedule changes: service span is extended to approximately 5am through 7pm to replace Eastlake service formerly provided on extended Route 709 trips.
709	Major schedule and route changes. Route 709 service in Eastlake north of Olympic Parkway is replaced by extended service on Route 707. Connections between Routes 707 and 709 can be made at Southwestern College and at Olympic Parkway / Eastlake Parkway. Service around Lakeshore Drive is discontinued; Route 707 can be accessed along East H Street at Lakeshore Drive.
816	Minor schedule adjustments.
834	Minor morning schedule adjustments.
854	Minor schedule adjustments.
855	Minor schedule adjustments. Also, Sunday frequency will be reduced to hourly to match Saturday frequency.
904	Minor schedule adjustments.

Route	Description of Changes
905	Minor schedule adjustments. Also, the Otay Mesa terminals for Routes 905 and 950 will move to the new Otay Mesa Transit Center on the west side of the 905 freeway. Routes 905 and 950 will no longer serve Via de la Amistad on the east side of the 905 freeway. Service to Roll Drive and Via de la Amistad remains available on weekdays on Route 909.
909	Route changes and minor schedule adjustments. The Otay Mesa border terminal for Route 909 will move to the new Otay Mesa Transit Center on the west side of the 905 freeway. Route 909 will continue to serve Via de la Amistad and Roll Drive on its westbound trip towards Southwestern College.
921	Minor schedule adjustments.
950	Minor schedule adjustments. Also, the Otay Mesa terminals for Routes 905 and 950 will move to the new Otay Mesa Transit Center on the west side of the 905 freeway. Routes 905 and 950 will no longer serve Via de la Amistad on the east side of the 905 freeway. Service to Roll Drive and Via de La Amistad remains available on weekdays on Route 909.
963	Minor schedule adjustments and added early morning service.
967	Minor schedule adjustments and the last trip is extended to Euclid Avenue.
992	Early morning schedule adjustments: please note new morning times to San Diego airport. Also, on all days: an earlier trip is added in the morning, and two later trips are added at night for service throughout midnight.

June 2019 Service Changes

The following service changes implementation in June 2019 were primarily normal seasonal adjustments. UC San Diego completed a new bus stop for MTS adjacent to the Veterans Administration Medical Center that allows MTS to serve that facility much more efficiently, avoiding the very congested loop inside the center's parking lot.

Route	Description of Changes
UC San Diego Blue Line	New trips added on weekdays in the early morning and mid-afternoon.
Orange Line	New westbound trips added on weekdays in the mid-morning.
Sycuan Green Line	Minor reductions in early morning outbound trips.
6	Minor schedule adjustments.

Route	Description of Changes
7	Weekday short line trips do not run during summer.
8	Increased service to the beach! Also, other schedule adjustments.
9	Increased service to the beach! Also, other schedule adjustments.
14	Major schedule adjustments to improve SDSU connections.
28	Minor schedule adjustments.
30	Seasonal adjustments.
41	Weekday extra tripper service is suspended during summer.
44	Weekday extra tripper service is suspended during summer.
105	Minor schedule adjustments.
150	Southbound Route 150 (towards Old Town and Downtown) will no longer enter into the VA Medical Center (VAMC). Riders travelling from the VAMC towards Downtown can board Route 150 at the new stop adjacent to the VAMC on northbound Villa La Jolla Drive. Northbound Route 150 trips (towards UTC) will continue to circulate through the VAMC Driveway. An earlier northbound morning trip is added on Saturdays from Old Town. Other schedule adjustments.
<i>Rapid 201/202</i>	Note that extra service provided on UC San Diego school days does not operate during summer months.
<i>Rapid 225</i>	Minor schedule adjustments.
704	Minor schedule adjustments.
705	Minor schedule adjustments.
709	Route 709L trips do not run during summer.
712	Route 712L trips do not run during summer.
815	An earlier westbound morning trip is added on weekdays, and other minor schedule adjustments.
848	An earlier southbound morning trip is added on Saturdays, and other minor schedule adjustments.
852	Minor schedule adjustments and reduced early and late service due to low ridership.
854	Route 854X trips do not run during summer.
901	Sunday routing in Nestor is changed to follow the regular Monday-Saturday routing via Coronado Avenue. (Service to Hollister Street, Tocayo Avenue, and Iris Avenue remains on Route 933/934.). Other schedule adjustments.
904	Added service and no fare for summer, beginning Friday, May 24! As Coronado's "Free Summer Shuttle", Route 904 frequency increases to every 15 minutes 7 days/week, with later evening service on Fridays and Saturdays. Additional service and free fares sponsored by the City of Coronado.

Route	Description of Changes
906/907	Route 907 will no longer enter the Virginia Avenue Transit Center; riders can board Route 907 at the eastbound stop on Camino de la Plaza at Virginia Avenue.
909	Minor schedule adjustments.
921/921A	Minor weekday morning schedule adjustments to improve connections at Miramar College. Route 921A weekend routing change at UC San Diego to follow a one-way loop via Gilman Drive and La Jolla Village Drive
923	Minor schedule changes including adjustments to improve morning connections with Route 35.
933/934	Minor schedule changes and an increase in early morning and late evening service on Sundays.
955	Minor schedule adjustments.

September 2019 Service Changes

The September 2019 service change coincided with MTS' first major fare change in ten years. Therefore, service changes were kept minimal and consisted of seasonal and schedule maintenance adjustments.

Route	Description of Changes
1, 3, 7	Minor schedule changes.
8, 9	Seasonal reduction in frequency to 20 minutes Monday-Saturday, 30 minutes on Sundays.
20, 27	Minor schedule changes on all days.
30	Seasonal weekend schedule adjustments.
35, 110, 874/875	Minor schedule changes.
904	Extra summer service and free fares continue through Labor Day (Monday, September 2). Regular fares and hourly schedule resume on Tuesday, September 3.
905	Weekday afternoon schedule adjustments.
929, 932, 962, 963	Minor schedule changes on all days.

January 2020 Service Changes

MTS implemented a major expansion of UC San Diego Blue Line service, doubling the weekday midday frequency from 15 minutes to 7.5 minutes. Weekends also received an increase, with night and early Sunday morning service increasing from a 30-minute to a 15-minute frequency. MTS also assumed operation of UC San Diego’s COASTER shuttle service and opened a new pair of *Rapid* stops in East Village for *Rapids* 225 and 235. Several major construction projects in the Downtown San Diego core area necessitated route detours and stop relocations.

Route	Description of Changes
UC San Diego Blue Line	ADDED SERVICE! The UC San Diego Blue Line will have a significant service increase, with weekday service to operate every 7-8 minutes until 6:30 p.m. Frequency on all evenings and on Sunday mornings will be increased from every 30 minutes to every 15 minutes.
SDG&E Silver Line	Friday evening service is discontinued, and weekend service has major schedule changes.
2	Many stops in North Park and South Park are being consolidated or removed to reduce travel times for Route 2 riders. Informational signs are posted at affected bus stops.
3	The Horton Plaza stop on 4 th Avenue and Broadway will be closed approximately 18 months due to construction. Please use stops at B Street or G Street.
11	The Route 11 terminal in Downtown will be temporarily relocated from 1st Avenue and G Street to 1st Avenue and Broadway due to Federal Building construction. There will be no Route 11 service south of Broadway for approximately 14 months.
25	Schedule adjustments.
30	Schedule adjustments.
120	The Route 120 terminal in Downtown will be temporarily relocated from 4th Avenue and Broadway to 4th Avenue and B Street for approximately 18 months due to Horton Plaza construction.
<i>SuperLoop</i> 201/202	Schedule adjustments.
<i>Rapid</i> 215	Schedule adjustments.
<i>Rapid</i> 225, 235	New <i>Rapid</i> stops in East Village serve riders on the eastern side of Downtown San Diego. The new outbound stop is located on G Street at 14th Street, and the complementary inbound stop is on F Street at 14th Street.
838	Schedule adjustments.
905	Added weekday morning and afternoon trips between Iris Avenue Transit Center and Caliente Avenue.
909	Schedule adjustments.

Route	Description of Changes
921	Weekend schedule adjustments.
944	Morning schedule adjustments.
945A	Schedule adjustments.
974	New Sorrento Valley COASTER Connection route replaces the UC San Diego-provided service that connects the Sorrento Valley Coaster Station with the Gilman Transit Center on the UC San Diego Campus. Route 974 will operate during weekday peak periods only.

April 2020 Service Changes

MTS implemented a unplanned service change in April 2020 in response to the Covid-19 pandemic. The changes were necessary to:

- Minimize exposure of employees to riders and the public who may carry Covid-19, either with symptoms or asymptotically.
- Reduce staffing requirements needed to cover service, due to loss of personnel from illness, quarantining from exposure, fear of illness, caretaking of ill relatives, and/or childcare responsibilities due to the closure of schools and daycares.
- Reduce peak bus deployment requirements to allow more time for enhanced cleaning protocols, and allow more spare vehicles for unplanned, immediate sanitization events.
- Reduce peak bus deployment requirements for flexibility to adjust capacity where it is necessary to allow social-distancing on board.
- Respond to severe reductions in demand on every MTS route, ranging from 50% to 100%, in order to conserve resources.

This temporary, emergency service reduction, was designed to maintain the existing route network which has been developed and adjusted over the years based on ridership demand and public planning processes. The service changes were implemented with the following methodology:

Trolley:

- Increases implemented in January 2020 were temporarily suspended, reverting to the schedules in effect in late 2019.

Bus:

- Saturday frequencies were used as the starting point to establish the temporary, emergency service frequency. Some routes were adjusted from this, based on anticipated maximum loads, to ensure sufficient capacity for distancing on board.
- Spans-of-service were extended to cover most of the weekday span-of-service for most routes.

- Routes that don't operate on Saturdays (weekday-only routes) continue to operate with their regular weekday span and frequency. (These are typically lower volume routes that operate low 30- or 60-minute frequencies.)
- No reductions or other changes to Rural routes, which operate a minimal lifeline level of service.
- *Rapid Express* commuter routes were reduced to just five daily round trips, due to a loss of 87% of their ridership between February and mid-April.
- Services that primarily exist for extra capacity due to school and college demand were curtailed earlier, as those facilities shut down in mid-March.

These reductions are temporary, as MTS intends to restore services as soon as possible. However, MTS is following local, state, and federal guidelines and recommendations for the health and safety of our riders and employees. At this point, there is no clarity on what the pandemic recovery will look like, so some further temporary, emergency adjustments may need to be made to respond to crisis developments in a timely and effective manner.

ANTICIPATED June 2020 Service Changes

MTS' intended service changes for June 2020 consisted of normal, seasonal adjustments and schedule maintenance. However, the COVID-19 pandemic has had a profound effect on MTS, like all aspects of life and the economy. Within a month, MTS saw a ridership decrease of over 70% as people were ordered to shelter in place and all schools and non-essential businesses shut down or moved on-line. At time of this writing, there are no estimates of the duration of the pandemic, nor of what the economy and community will look like afterwards. The service change planned for June 2020 may be cancelled or postponed, and MTS anticipates that a significant review of ridership, demand, and resources will be required following this crisis.

C. Other Notable Events

- a. *South Bay Rapid* Implementation: The start of the *South Bay Rapid 225* service brought a new high-speed transit option to the eastern South Bay area and the highly congested I-805 corridor. Its fixed-guideway bus lane in the median of East Palomar Street will serve as a model for future bus guideway projects in the region. The new Olay Mesa Transit Center at the south end of the *South Bay Rapid* is a new hub for the growing area and well-positioned to serve the busy adjacent port of entry from Mexico.

- b. Zero-Emission Bus Pilot: MTS received six battery-electric buses (BEBs) in 2019 and two more are expected in mid-2020. These buses are operating a pilot study that will review how well the buses perform on a wide variety of MTS bus routes. The results will help inform MTS on how best to specify, deploy, operate, and “fuel” (charge) a future electric fleet as mandated by the California Air Resources Board’s Zero Emission Bus Rule.
- c. Bus Stop Upgrades: MTS is using capital funds to upgrade bus stops for ADA compliance and a better customer and community experience. Stops are selected based in ridership data, stop condition and need, and customer requests.

III. Outlook for FY 2020

Other service planning efforts anticipated for FY 2020 include:

- Old Town Transit Center Update: Built in 1996, the Old Town Transit Center is in need of modernizing and rehabilitation. MTS has completed the design on a project to upgrade the west side with improved bus bays and capacities, new passenger boarding areas, and updated amenities, signage, and pavement. It is working with Mid-Coast Transit Constructors, which will build the improvements in parallel with the Mid-Coast corridor light rail extension.
- Iris *Rapid* Planning and Design: This project will introduce *Rapid* service connecting Otay Mesa and Imperial Beach with the UC San Diego Blue Line Trolley at the Iris Avenue Transit Center. Its development is being funded largely by a TIRCP grant, which will also require that the service use battery electric articulated buses, a first for the San Diego region.
- Planning for Mid-Coast LRT Extension: In FY 2020 MTS will complete the Feeder Bus Study for the Mid-Coast Light Rail Extension to University City.

Service Expansion

Throughout 2019 and 2020, MTS has been working on the Elevate SD 2020 program, a collaborative blueprint with communities, riders, and stakeholders, to determine future MTS investments. MTS is reviewing an entire universe of options for projects, services, and programs that would define transit in its jurisdiction for the next 50 years. An expenditure plan is being developed that could lead to a future sales tax measure specific for the MTS jurisdiction. While originally considered for the November 2020 ballot, this effort will be postponed due to the Covid-19 crisis.



Service Implementation Plan FY2021-FY2030



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Introduction

The Service Implementation Plan (SIP) provides a ten-year transit operations service plan for the North County Transit District (NCTD). It is a requirement under the Master Memorandum of Understanding (MOU) with the San Diego Association of Governments (SANDAG) and is used to inform NCTD's annual Operating Budget.

The process for the development of the SIP begins each year in December with staff compiling and reviewing historic service levels and ridership. A staff-level working group made up of Finance, Operations, Planning, Customer Experience, and Marketing departments reviews the assumptions before they are provided to the Executive Director and Executive Team for review. Upon approval by the Executive Director, the forecasts are provided to city managers for review. Finance staff calculates the cost associated with the proposed services based on contractual agreements that NCTD has or will negotiate with private sector contractors and public partners. The costs are then included in the annual NCTD operating budget.

As of the date of this document, the negative impacts to service, customer revenue, and ridership resulting from COVID-19 are ongoing. Ridership projections are reflective of immediate impacts caused by COVID-19 and actions to mitigate the spread of the virus such as the State of California's Executive Order N-33-20 (Stay at Home Order) that became effective on March 19, 2020. Additionally, ridership projections have been adjusted for potential longer-term impacts such as an economic recession and potential societal and business changes such as increased telecommuting or less desire to attend public events. Impacts from COVID-19 have resulted in approximately 38% fewer boardings in March 2020 compared to previous year, with an expected 75% decline from previous year from April through June 2020. NCTD anticipates declines to continue throughout FY2021 due to recessionary impacts that may follow when the Stay at Home Order is lifted. Table 1 shows forecasted ridership percentage declines from prior year actuals.

Table 1. Anticipated Ridership Declines due to COVID-19

Fiscal Year	FY2020				FY2021				
Month	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov-Jun
Decline	-38%	-75%	-75%	-75%	-50%	-25%	-20%	-15%	-10%

While there are no anticipated changes to service levels in FY2021 due to impacts from COVID-19, NCTD monitors service performance on an annual basis and has prepared a contingency plan that reduces BREEZE and FLEX service based on performance. There are three scenarios that have been developed to reduce the bus and paratransit operations and maintenance contract cost by 5%, 10% and 15% should service reduction become necessary. This information can be found in Appendix B.

Strategic Framework

Strategic Priorities

The FY2021 budget was developed to support strategic investments that can be implemented over a five-year period that will foster increased ridership, increased customer revenues, support the Zero Delay program, and address state of good repair and capital priority needs. NCTD's Zero Delay program promotes important initiatives such as improving service quality and frequency, modernizing revenue vehicles, enhancing the customer service experience, and supporting transit-oriented development. Key strategic service priorities that are relevant to this Service Implementation Plan include:

- Increase Customer Ridership and Revenue
 - Implement 30-minute frequencies on the COASTER
 - Implement 15-minute peak frequencies on the SPRINTER
 - Implement improved bus service frequencies
 - Implement new first and last mile services

NCTD is currently advancing a series of studies that will result in transformative capital and operating investments. Many of these studies were initiated in FY2020 and are ongoing with anticipated completion in FY2021. These studies, which are outlined below, will provide a path forward for NCTD's operations, as well as provide a framework for regional operations on the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Corridor. These strategic planning efforts include:

- Strategic Multimodal Transit Implementation Plan (SMTIP): The SMTIP is a comprehensive operations analysis and ten-year strategic plan that provides insight into current and future travel patterns and demand within NCTD's service area and identifies service and capital improvements that will support NCTD's efforts to provide high-quality transit services. This study utilizes high-quality data in the form of location-based cell phone data and robust public outreach. This study will be completed in the Fall of 2020 and incorporates several ongoing planning efforts.
- Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) Corridor Optimization Study: The ongoing LOSSAN study will develop operating concepts for the corridor across a 10-year planning timeframe, including near-term (2021), mid-term (2024), and long-term (2028) operating plans. The study envisions new passenger service operating concepts in which trains operate on pulse schedules, providing regular, reliable, and intuitive connections between different service tiers. In San Diego specifically, this optimized corridor provides a dependable framework for connecting transit services at several Mobility Hubs throughout the region and streamlines connectivity to Orange and Los Angeles Counties.
- NCTD and BNSF Freight Pathing and Passenger Service Extension Study: In connection to the ongoing LOSSAN Corridor Optimization Study, BNSF and NCTD advanced a study to understand how capacity on the San Diego Subdivision can be improved to accommodate greater passenger and freight service levels. The study specifically evaluates freight pathing between CP Atwood and the Port of San Diego and passenger service extensions south of downtown San Diego to the Convention

Center and National City. As a mid-term (2024) concept, NCTD plans to extend COASTER services to San Diego’s Convention Center and Amtrak’s Pacific Surfliner service may operate south of Santa Fe Depot to a new maintenance facility. NCTD is currently advancing design of the Convention Center platform and coordinating with regional and state partners to identify funding for associated capital investments.

- **SPRINTER Corridor Infrastructure Investments Study**: As part of the LOSSAN Corridor Optimization Study, NCTD also advanced an evaluation of strategic infrastructure investments along the SPRINTER corridor that would enable NCTD to improve service levels from 30-minute frequencies to 15-minute frequencies. This conceptual study indicates that 9.5 miles of additional double track is needed, with a rough order-of-magnitude project cost of \$190 million (including contingencies).

These critical studies will support the development of an updated 10-year plan for the District that achieves the goals established in the five-year budget. NCTD staff will incorporate the phasing and implementation recommendations associated with these plans in future year SIPs, beginning in FY2022. However, early-action concepts and incremental improvements from these plans have been included in this FY2021 SIP.

FY2020 Performance

With each budget cycle, the key transit operations budget metrics are adjusted to reflect actual performance compared to budget assumptions. Appendix A provides historical performance information about NCTD’s services and performance analysis to support the development of the SIP. FY2020 projections are comprised of actual hours, miles and ridership through February 2020. FY2020 projections for hours, miles, and ridership from March through June 2020 include the projected impacts associated with COVID-19. Projections from March to June 2020 assume significant declines in ridership and declines in service hours and miles. Table 2 provides a revised projection for FY2020 compared with the ridership assumption included in the Adopted FY2020 Operating Budget.

Table 2. Revised FY2020 Ridership Projection

Mode	FY2020 Budget Ridership	FY2020 Projected Ridership	Percent Change
BREEZE	6,173,873	4,902,596	-21%
LIFT	172,877	117,051	-32%
FLEX	30,219	27,386	-9%
COASTER	1,374,894	1,034,017	-25%
SPRINTER	2,280,670	1,956,342	-14%

FY2021 Service Levels and Ridership Assumptions

COVID-19 impacts are anticipated to negatively affect ridership for all modes for FY2021. Ridership is anticipated to fully recover to pre-COVID levels beginning in FY2022. In the second half of FY2021, NCTD plans to implement improved services for COASTER and FLEX Demand Response. These service level changes will also impact ridership and are described below. Consistent with Board Policy No. 30 - *Threshold for Major Service Change*, NCTD will conduct a Title VI Analysis to determine whether the proposed changes will result in a discriminatory impact.

BREEZE and SPRINTER

No service level changes are proposed for FY2021. All hours and miles are based on scheduled daily service and applied to the number of weekdays, Saturdays, and Sundays in FY2021. Like other modes, ridership is expected to decline throughout FY2021 due to impacts from COVID-19. The service and ridership forecasts by mode are summarized in Table 3 below.

Table 3. Proposed Operating Statistics and Ridership FY2021

Mode	Vehicle Revenue Miles	Total Miles	Vehicle Revenue Hours	Total Hours	Ridership
COASTER	306,565	322,825	9,639	10,860	1,093,690
SPRINTER	518,748	522,030	23,574	23,726	2,216,158
BREEZE	5,105,400	5,780,695	427,371	460,464	5,153,914
FLEX Deviated Fixed Route	252,232	264,126	13,456	14,105	25,742
FLEX Demand Response	234,018	234,133	17,995	18,029	46,375
LIFT	1,259,591	1,462,296	71,258	87,724	113,107
Total	7,676,554	8,586,105	563,292	614,907	8,648,986

LIFT Complementary Paratransit

NCTD provides LIFT Complementary Paratransit service as required under the Americans with Disabilities Act (ADA). The service operates within a ¾-mile boundary of BREEZE fixed route service and is available during the same times of day and days of the week that BREEZE operates. Because it is demand response service, any change in ridership will result in a corresponding change in hours and miles operated. As described earlier, the effects of COVID-19 are expected to cause a decline in LIFT ridership for FY2021, and hours and miles will decline accordingly. Ridership and service levels are forecasted to return to normal in FY2022.

FLEX Deviated Fixed Route

NCTD operates FLEX Deviated Fixed Route service on Camp Pendleton and between Escondido and Ramona. Deviated Fixed Route service operates along a defined route, but may detour from the route within a defined area by request. NCTD proposes discontinuation of FLEX Deviated Fixed Routes 392 and 395 in April 2021. FLEX Deviated Route 392 provides service between Oceanside Transit Center and Camp Pendleton 14 Area via Vandegrift Road.

Service is provided hourly on weekdays and every two hours on weekends. FLEX Deviated Fixed Route 395 provides service between Oceanside Transit Center and Camp San Onofre on Camp Pendleton every three hours seven days a week. Both FLEX 392 and 395 may deviate up to ¾-mile from the route by request. These routes were implemented to replace low performing BREEZE Routes. The replacement service was anticipated to reduce costs by utilizing smaller 12-passenger vans, which consume less fuel and are operated with drivers at a lower wage rate than 40-foot bus operators. Additionally, a higher fare was charged commensurate with the higher level of service in the form of route deviation. Finally, deviated fixed route service fulfills the paratransit obligation, thus eliminating the need for LIFT service. Despite these efficiencies, FLEX 392 and 395 have continued to perform below all other BREEZE Routes. For this reason, NCTD proposes to eliminate these routes consistent with the requirements in NCTD Board Policy No. 30 – *Threshold for Major Service Change*, which includes conducting a Title VI Analysis. As is required for a major service change, NCTD will work with representatives from Camp Pendleton to mitigate the impacts to passengers. Appendix A provides information regarding the substandard performance of these FLEX routes.

FLEX Demand Response

NCTD's FLEX Demand Response mode operates within a defined zone by passenger request. In 2011, NCTD implemented FLEX Route 372, a midday demand response service operating between Ramona and Escondido. Since 2011, other options have emerged that provide "lifeline" service for commuters, such as SANDAG's iCommute Guaranteed Ride Home program and the advent of transportation network companies. FLEX 372 performance data is included in Appendix A. NCTD proposes eliminating FLEX 372 in April 2021 consistent with the requirements in NCTD Board Policy No. 30 – *Threshold for Major Service Change*, which includes conducting a Title VI Analysis.

NCTD intends to enhance its FLEX Demand Response brand by utilizing an on-demand app that supports real-time trip requests on 12-passenger vans. The intent of this service enhancement is to support phased implementation of improved BREEZE, COASTER, and SPRINTER frequencies that provide more efficient connection to first and last mile destinations and foster increased shared rides within specified geographical areas. NCTD is proposing to implement expanded services in the City of Carlsbad and new service in the City of San Marcos consistent with the requirements in NCTD Board Policy No. 30 – *Threshold for Major Service Change*, which includes conducting a Title VI Analysis.

Carlsbad Connector: In August 2019, NCTD, SANDAG and the City of Carlsbad launched the Carlsbad Connector, a pilot demand response shuttle connecting passengers from the Carlsbad Poinsettia COASTER Station to nearby employment centers. The service operates between 7:00 AM and 6:00 PM Monday through Friday and provides connections to COASTER peak period and midday trains. Compared to the existing BREEZE Routes 444 and 445, the Carlsbad Connector provides improved travel time due to flexible routing and the ability for passengers to travel midday. The City of Carlsbad currently manages the service with NCTD and SANDAG contributing a third of the funding each; management will be transferred to NCTD in April 2021. At that time, NCTD will expand the zone along Palomar Airport Road, Rancho Santa Fe and Mission Road to Palomar College, providing passengers connections to the SPRINTER and other BREEZE Routes in San Marcos. While NCTD has not modified the

service due to impacts from COVID-19, staff continues to monitor performance and will discuss any potential service modifications with the City and SANDAG.

San Marcos Zone: The proposed San Marcos FLEX Demand Response service zone will provide access to key regional destinations such as California State University San Marcos and Palomar College as well as social service agencies that are currently not served by BREEZE routes. More than a half dozen middle and high schools will also be served within the San Marcos zone. The service area is approximately 24 miles within the City of San Marcos and the service will operate between 7:00 AM and 6:00 PM Monday through Saturday. Once this service is successfully implemented, NCTD anticipates eliminating BREEZE Route 347 in FY2022, which operates within the footprint of the zone. NCTD will conduct a Title VI Analysis as required by NCTD Board Policy No. 30 – *Threshold for Major Service Change*.

COASTER

In April 2021 (assuming that the direct impacts of COVID-19 have significantly eased), NCTD will increase COASTER frequencies (trips) as summarized in Table 4.

Table 4. COASTER Service Increases

Day Type	Current Daily Trips	April 2021 Trips	Percent Change
Weekday	22	30	36%
Saturday (Summer)	12	20	67%
Saturday (Winter)	8	20	150%
Sunday	8	20	150%

State and regional plans assume increased COASTER frequencies. The additional trips will bridge existing gaps in service which range from 25-59 minutes during the peak to 67-214 minutes during the off-peak for weekday service, and insufficient frequencies on weekends to support weekend events and activities. Increased weekday frequencies will allow commuters more flexibility and create options for those with variable work schedules. NCTD’s ongoing Strategic Multimodal Transit Implementation Plan (SMTIP) utilizes location-based cell phone data to inform capital and operational concepts. As part of the market assessment, NCTD has access to valuable time of day data about all trips made in the region (not limited to transit trips). This data shows that midday travel (a six-hour span between 9:00 a.m. to 2:59 p.m.) amounts to 35% of total weekday travel, while the combined peak hour trips (a seven-hour span between 6:00 a.m. to 8:59 a.m. and 3:00 p.m. to 6:59 p.m.) amounts to 47% of total weekday travel. This indicates a strong midday travel period that is not adequately matched by existing service.

NCTD anticipates that increased frequencies will attract new COASTER riders and increase the number of trips taken by existing riders. In order to project the associated ridership increase from the increased service frequencies, NCTD used guidance from the Transportation Research Board *Transit Cooperative Research Program Report 95*, which established an elasticity of demand formula as an industry best practice for forecasting ridership based on service increases. The formula states that for every one percent of service increase, transit

agencies can expect a corresponding 0.5% to 1% increase in ridership, which varies based on each agencies' unique service area. Due to unknown long-term impacts of COVID-19, a conservative 0.25% change was applied to COASTER service increases to project commensurate ridership increases. Combined weekday and weekend service frequencies will increase service 47%, which results in a projected increase of COASTER ridership of 11% over the last quarter of FY2021.

FY2019 Actuals, FY2020 Projections and FY2021 Proposed Comparisons

BREEZE

Table 5 compares the BREEZE FY2021 proposed statistics to the FY2020 Actuals (July 2019–February 2020) and Projected (March–June 2020). BREEZE service levels will not change in FY2021 but will decline as compared to FY2020 due to one less calendar day in FY2021. NCTD plans to make schedule adjustments for the October 2020 service change to improve on-time performance and connections with other routes; this will not impact hours or miles.

Table 5. BREEZE Operating Statistics and Ridership

BREEZE	FY2019 Actuals	FY2020 Projected	FY2021 Proposed	Change from FY2019 to FY2021	Change from FY2020 to FY2021
Total Ridership	6,372,715	4,902,596	5,153,914	-19.1%	5.1%
Weekday Ridership	5,270,154	4,082,746	4,291,698	-18.6%	5.1%
Saturday Ridership	582,434	464,421	505,093	-13.3%	8.8%
Sunday Ridership	520,127	355,429	357,122	-31.3%	0.5%
Total Revenue Miles	5,076,177	5,121,874	5,105,400	0.6%	-0.3%
Weekday Revenue Miles	4,007,053	4,066,270	4,051,977	1.1%	-0.4%
Saturday Revenue Miles	559,034	581,254	570,171	2.0%	-1.9%
Sunday Revenue Miles	510,089	474,350	483,253	-5.3%	1.9%
Total Miles	5,787,927	5,815,359	5,780,695	-0.1%	-0.6%
Weekday Total Miles	4,604,694	4,646,602	4,620,440	0.3%	-0.6%
Saturday Total Miles	620,982	644,987	629,790	1.4%	-2.4%
Sunday Total Miles	562,252	523,770	530,465	-5.7%	1.3%
Total Revenue Hours	424,004	426,958	427,371	0.8%	0.1%
Weekday Revenue Hours	339,888	345,093	345,326	1.6%	0.1%
Saturday Revenue Hours	43,907	45,153	44,473	1.3%	-1.5%
Sunday Revenue Hours	40,209	36,713	37,572	-6.6%	2.3%
Total Hours	457,608	460,549	460,464	0.6%	0.0%
Weekday Total Hours	368,358	373,402	373,502	1.4%	0.0%
Saturday Total Hours	46,824	48,103	47,161	0.7%	-2.0%
Sunday Total Hours	42,426	39,043	39,801	-6.2%	1.9%

LIFT Complementary Paratransit Service

Table 6 compares the LIFT FY2021 proposed statistics to the FY2019 Actuals and FY2020 Actuals (July 2019–February 2020) and Projected (March–June 2020). Service levels have decreased since FY2019 due to improved operational efficiency (passengers per revenue hour) by increasing the number of shared rides and decreasing the number of hours and miles. As a result, passengers per revenue hour increased from 1.8 in FY2019 to 1.9 in FY2020. Demand for LIFT service, however, is expected to decrease in FY2020 and FY2021.

Table 6. LIFT Operating Statistics and Ridership

LIFT	FY2019 Actuals	FY2020 Projected	FY2021 Proposed	Change from FY2019 to FY2021	Change from FY2020 to FY2021
Total Ridership	168,818	117,051	113,107	-33.0%	-3.4%
Weekday Ridership	148,900	104,022	100,472	-32.5%	-3.4%
Saturday Ridership	11,350	7,563	7,064	-37.8%	-6.6%
Sunday Ridership	8,568	5,466	5,572	-35.0%	1.9%
Total Revenue Miles	1,593,103	1,303,510	1,259,591	-20.9%	-3.4%
Weekday Revenue Miles	1,370,517	1,120,828	1,082,572	-21.0%	-3.4%
Saturday Revenue Miles	128,046	109,382	102,168	-20.2%	-6.6%
Sunday Revenue Miles	94,540	73,434	74,851	-20.8%	1.9%
Total Miles	1,888,532	1,513,284	1,462,296	-22.6%	-3.4%
Weekday Total Miles	1,617,782	1,293,580	1,249,428	-22.8%	-3.4%
Saturday Total Miles	154,747	129,703	121,149	-21.7%	-6.6%
Sunday Total Miles	116,003	89,983	91,720	-20.9%	1.9%
Total Revenue Hours	93,997	73,742	71,258	-24.2%	-3.4%
Weekday Revenue Hours	80,838	63,530	61,361	-24.1%	-3.4%
Saturday Revenue Hours	7,570	6,097	5,695	-24.8%	-6.6%
Sunday Revenue Hours	5,590	4,122	4,202	-24.8%	1.9%
Total Hours	116,546	90,782	87,724	-24.7%	-3.4%
Weekday Total Hours	100,003	78,058	75,394	-24.6%	-3.4%
Saturday Total Hours	9,489	7,536	7,039	-25.8%	-6.6%
Sunday Total Hours	7,054	5,190	5,291	-25.0%	1.9%

FLEX Deviated Fixed Routes

Table 7 compares the FLEX Deviated Fixed Routes FY2021 proposed statistics to the FY2019 Actuals and FY2020 Actuals (July 2019–February 2020) and Projected (March–June 2020). The decrease in operating statistics and ridership from FY2020 to projected FY2021 is due to the proposed elimination of FLEX Routes 392 and 395 in April 2021.

Table 7. FLEX Deviated Fixed Routes Operating Statistics and Ridership

FLEX Deviated Fixed Routes	FY2019 Actuals	FY2020 Projected	FY2021 Proposed	Change from FY2019 to FY2021	Change from FY2020 to FY2021
Total Ridership	32,208	27,386	25,742	-20.1%	-6.0%
Weekday Ridership	27,647	23,207	21,781	-21.2%	-6.1%
Saturday Ridership	2,213	2,255	2,308	4.3%	2.4%
Sunday Ridership	2,348	1,925	1,653	-29.6%	-14.1%
Total Revenue Miles	304,971	308,617	252,232	-17.3%	-18.3%
Weekday Revenue Miles	253,519	257,142	214,209	-15.5%	-16.7%
Saturday Revenue Miles	24,433	25,969	18,548	-24.1%	-28.6%
Sunday Revenue Miles	27,019	25,507	19,475	-27.9%	-23.6%
Total Miles	324,340	327,742	264,126	-18.6%	-19.4%
Weekday Total Miles	268,668	272,340	223,208	-16.9%	-18.0%
Saturday Total Miles	26,685	27,951	19,960	-25.2%	-28.6%
Sunday Total Miles	28,987	27,452	20,958	-27.7%	-23.7%
Total Revenue Hours	16,427	16,941	13,456	-18.1%	-20.6%
Weekday Revenue Hours	12,588	12,983	10,549	-16.2%	-18.7%
Saturday Revenue Hours	1,825	1,995	1,418	-22.3%	-28.9%
Sunday Revenue Hours	2,013	1,962	1,489	-26.0%	-24.1%
Total Hours	17,718	17,861	14,105	-20.4%	-21.0%
Weekday Total Hours	13,524	13,693	11,047	-18.3%	-19.3%
Saturday Total Hours	2,002	2,104	1,492	-25.5%	-29.1%
Sunday Total Hours	2,192	2,064	1,567	-28.5%	-24.1%

FLEX Demand Response Zones

Table 8 shows operating statistics and estimated ridership for FLEX Route 372 and the Carlsbad and San Marcos FLEX Demand Response zones proposed to begin service in April 2021. FY2019 and FY2020 Actuals and Projected represent FLEX 372 only.

In order to project service levels and ridership for the new FLEX Demand Response zones, NCTD used data from two sources: projected service levels and ridership for the San Marcos zone as provided by the proposed third-party vendor, and average daily ridership and hours and miles between September 2019 and February 2020 for the Carlsbad Connector.

Table 8. FLEX Demand Response Operating Statistics and Ridership

FLEX Demand Response	FY2019 Actuals	FY2020 Projected	FY2021 Proposed	Change from FY2019 to FY2021	Change from FY2020 to FY2021
Total Ridership	235	28	46,375	19,634%	162,734%
Weekday Ridership	235	28	39,445	16,685%	138,401%
Saturday Ridership	-	-	6,930	-	-
Total Revenue Miles	861	251	234,018	27,080%	92,975%
Weekday Revenue Miles	861	251	210,813	24,385%	83,745%
Saturday Revenue Miles	-	-	23,205	-	-
Total Miles	1,762	462	234,133	13,188%	50,608%
Weekday Total Miles	1,762	462	210,928	11,871%	45,582%
Saturday Total Miles	-	-	23,205	-	-
Total Revenue Hours	29	8	17,995	61,952%	211,955%
Weekday Revenue Hours	29	8	16,210	55,796%	190,920%
Saturday Revenue Hours	-	-	1,785	-	-
Total Hours	59	46	18,029	30,458%	38,901%
Weekday Total Hours	59	46	16,244	27,433%	35,040%
Saturday Total Hours	-	-	1,785	-	-

Note: FLEX Demand Response does not operate on Sundays

COASTER

Table 9 compares the COASTER FY2021 proposed statistics to the FY2019 Actuals and FY2020 Actuals (July 2019–February 2020) and Projected (March–June 2020). There is an increase in revenue, total miles, and ridership resulting from COASTER expanded weekend and midday service starting in April 2021. NCTD assumed a 0.25% ridership increase for every 1% of service increase in FY2021.

Table 9. COASTER Operating Statistics and Ridership

COASTER	FY2019 Actuals	FY2020 Projected	FY2021 Proposed	Change from FY2019 to FY2021	Change from FY2020 to FY2021
Total Ridership	1,408,677	1,034,017	1,093,690	-22.4%	5.8%
Weekday Ridership	1,240,949	903,671	950,644	-23.4%	5.2%
Saturday Ridership	94,253	76,915	76,794	-18.5%	-0.2%
Sunday Ridership	73,475	53,431	66,252	-9.8%	24.0%
Total Revenue Miles	270,395	230,036	306,565	13.4%	33.3%
Weekday Revenue Miles	233,689	204,100	259,053	10.9%	26.9%
Saturday Revenue Miles	19,525	13,869	24,989	28.0%	80.2%
Sunday Revenue Miles	17,180	12,067	22,523	31.1%	86.6%
Total Miles	286,692	242,049	322,825	12.6%	33.4%
Weekday Total Miles	247,238	214,330	274,045	10.8%	27.9%
Saturday Total Miles	21,173	15,036	25,709	21.4%	71.0%
Sunday Total Miles	18,281	12,683	23,071	26.2%	81.9%
Total Revenue Hours	8,473	8,028	9,639	13.8%	20.1%
Weekday Revenue Hours	7,309	7,088	8,105	10.9%	14.3%
Saturday Revenue Hours	619	507	810	30.9%	60.0%
Sunday Revenue Hours	545	433	723	32.6%	67.1%
Total Hours	9,540	8,880	10,860	13.8%	22.3%
Weekday Total Hours	8,290	7,871	9,250	11.6%	17.5%
Saturday Total Hours	677	545	854	26.2%	56.8%
Sunday Total Hours	573	464	755	31.8%	62.7%

SPRINTER

Table 10 compares the SPRINTER FY2021 proposed statistics to the FY2019 Actuals and FY2020 Actuals (July 2019–February 2020) and Projected (March–June 2020). There is minimal change in operating statistics due to no anticipated changes to service levels.

Table 10. SPRINTER Operating Statistics and Ridership

SPRINTER	FY2019 Actuals	FY2020 Projected	FY2021 Proposed	Change from FY2019 to FY2021	Change from FY2020 to FY2021
Total Ridership	2,408,961	1,956,342	2,216,158	-8.0%	13.3%
Weekday Ridership	1,997,637	1,608,369	1,794,138	-10.2%	11.6%
Saturday Ridership	220,767	201,160	256,204	16.1%	27.4%
Sunday Ridership	190,557	146,813	165,816	-13.0%	12.9%
Total Revenue Miles	516,745	519,404	518,748	0.4%	-0.1%
Weekday Revenue Miles	390,254	393,753	393,976	1.0%	0.1%
Saturday Revenue Miles	63,441	65,859	64,811	2.2%	-1.6%
Sunday Revenue Miles	63,051	59,792	59,961	-4.9%	0.3%
Total Miles	519,731	522,186	522,030	0.4%	0.0%
Weekday Total Miles	390,834	394,497	394,452	0.9%	0.0%
Saturday Total Miles	64,593	66,864	66,209	2.5%	-1.0%
Sunday Total Miles	64,304	60,825	61,369	-4.6%	0.9%
Total Revenue Hours	23,667	23,594	23,574	-0.4%	-0.1%
Weekday Revenue Hours	17,873	17,895	17,908	0.2%	0.1%
Saturday Revenue Hours	2,930	2,988	2,943	0.4%	-1.5%
Sunday Revenue Hours	2,864	2,712	2,723	-4.9%	0.4%
Total Hours	23,816	24,068	23,726	-0.4%	-1.4%
Weekday Total Hours	17,939	18,248	17,961	0.1%	-1.6%
Saturday Total Hours	2,971	3,041	2,993	0.7%	-1.6%
Sunday Total Hours	2,907	2,779	2,772	-4.6%	-0.3%

Ten-Year Outlook

As discussed earlier, NCTD is currently underway with a number of studies that will guide the ten-year service plans for the District. As those studies are completed, the recommendations will be incorporated into future SIPs. The ten-year plan incorporates expansion for COASTER and SPRINTER, which are consistent with regional plans and will be possible with the completion of capital activities.

BREEZE

As shown in Table 11, BREEZE service levels are expected to remain relatively unchanged between FY2021–FY2030 due to no major plans for expansion or reduction aside from the discontinuation of Routes 444 and 445 in October 2021. These routes are duplicative with the Carlsbad FLEX Demand Response Zone, and as such will be eliminated once the FLEX Demand Response Zone is in place. NCTD will complete the Strategic Multimodal Transit Implementation Plan (SMTIP) in FY2021 which will inform future service changes, the details of which will be included in future year SIPs. The SMTIP will provide recommendations and guidance on service and capital improvements that can be made over a ten-year period. The SMTIP will include a phased implementation plan, which will complement NCTD’s FY2021 SIP, and includes plans for improving BREEZE frequency on core routes and converting underperforming routes into FLEX service zones.

In FY2022, ridership is expected to recover from COVID-19 and remain steady through FY2026. In FY2027, BREEZE ridership is anticipated to increase by 5% as an indirect result of increases in SPRINTER frequency to every 15 minutes. NCTD customers use SPRINTER as the backbone to the BREEZE system; therefore, it is anticipated that increasing service on the SPRINTER will have complementary effects on BREEZE ridership.

Table 11. BREEZE Operating Statistics FY2021–FY2030

BREEZE	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Ridership	5,153,914	6,333,812	6,391,747	6,378,644	6,367,720	6,367,720	6,630,105	6,669,767	6,609,708	6,607,418
Revenue Miles	5,105,400	5,092,384	5,082,920	5,079,731	5,069,169	5,069,169	5,074,313	5,098,533	5,064,025	5,062,250
Total Miles	5,780,695	5,737,982	5,717,431	5,712,959	5,701,293	5,701,293	5,707,388	5,735,320	5,695,197	5,693,176
Revenue Hours	427,371	426,624	425,789	425,307	424,484	424,484	424,999	427,230	423,968	423,827
Total Hours	460,464	458,401	457,056	456,500	455,626	455,626	456,195	458,624	455,058	454,908

LIFT Complementary Paratransit Service

Demand for paratransit service is influenced by the aging population and the availability of alternative means of transportation. As the Baby Boomer generation (defined as individuals born between 1946-1964) ages, the senior population will grow over the coming years. For this reason, LIFT paratransit usage is anticipated to increase steadily over the next ten years, as shown in Table 12.

Table 12. LIFT Operating Statistics FY2021–FY2030

LIFT	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Ridership	113,107	155,026	159,682	164,470	169,401	174,482	179,710	185,105	190,660	196,372
Revenue Miles	1,259,591	1,414,550	1,457,884	1,503,059	1,547,649	1,594,070	1,641,147	1,688,681	1,742,604	1,794,658
Total Miles	1,462,296	1,641,636	1,691,911	1,744,672	1,796,373	1,850,254	1,904,802	1,959,794	2,022,762	2,083,247
Revenue Hours	71,258	79,989	82,436	84,986	87,509	90,134	92,798	95,492	98,530	101,474
Total Hours	87,724	98,425	101,433	104,578	107,682	110,912	114,189	117,503	121,245	124,871

FLEX Deviated Fixed Routes

As shown in Table 13, FLEX Deviated Fixed Route service levels and ridership are expected to decrease significantly with the proposed elimination of FLEX Routes 392 and 395 in April 2021.

Table 13. FLEX Deviated Fixed Route Operating Statistics FY2021–FY2030

FLEX Deviated Fixed Route	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Ridership	25,742	7,953	7,997	7,935	7,935	7,935	7,966	8,059	7,904	7,904
Revenue Miles	252,232	58,779	58,552	58,096	58,096	58,096	58,324	59,007	57,868	57,868
Total Miles	264,126	64,437	64,187	63,688	63,688	63,688	63,938	64,687	63,438	63,438
Revenue Hours	13,456	2,607	2,597	2,576	2,576	2,576	2,586	2,617	2,566	2,566
Total Hours	14,105	2,824	2,813	2,791	2,791	2,791	2,802	2,835	2,780	2,780

FLEX Demand Response Zones

A FLEX Demand Response Zone is anticipated to be implemented in FY2022 in Encinitas. There are two BREEZE fixed routes that serve the area of Encinitas, but much of the city is outside walking distance to those routes. The proposed Encinitas FLEX Demand Response service zone will provide connections to transit as well as key destinations within the City limits. The hours of operation will be between 7:00 AM and 3:00 PM, Monday through Saturday. School trips are expected to be the primary trip generator, as there are seven (7) primary or secondary schools and one community college within the zone. This service will fill a gap for transit service to MiraCosta College San Elijo campus, for which NCTD has received numerous requests for service. Other trip purposes include destinations in downtown Encinitas, Leucadia, and El Camino Real.

Table 14. FLEX Demand Response Operating Statistics FY2021–FY2030

FLEX Demand Response	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Ridership	46,375	205,245	206,210	205,391	204,841	204,841	204,976	205,380	204,706	204,156
Revenue Miles	234,018	935,414	937,095	932,169	930,512	930,512	932,146	937,048	928,878	927,220
Total Miles	234,133	935,414	937,095	932,169	930,512	930,512	932,146	937,048	928,878	927,220
Revenue Hours	17,995	71,955	72,084	71,705	71,578	71,578	71,704	72,081	71,452	71,325
Total Hours	18,029	71,955	72,084	71,705	71,578	71,578	71,704	72,081	71,452	71,325

COASTER

As shown in Table 15 and 16, COASTER service levels increase in April FY2021 due to expanded weekday and weekend service. The planned purchase of two expansion train sets will allow for twelve (12) more weekday trips, allowing NCTD to achieve 30-minute peak and 60-minute off-peak frequencies by October 2023.

Table 15. COASTER Operating Statistics FY2021–FY2030

COASTER	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Ridership	1,093,690	1,717,377	1,714,084	1,937,585	2,007,468	2,007,468	2,011,122	2,024,429	2,003,814	2,003,104
Revenue Miles	306,565	402,903	402,328	497,022	527,272	527,272	528,202	531,813	526,342	526,342
Total Miles	322,825	423,153	422,541	521,873	553,638	553,638	554,641	558,491	552,635	552,633
Revenue Hours	9,639	12,678	12,662	15,614	16,555	16,555	16,583	16,693	16,527	16,527
Total Hours	10,860	14,208	14,188	17,525	18,593	18,593	18,627	18,757	18,559	18,558

Table 16. COASTER Daily Trips

COASTER Service Level Increases	April 2021 Eight Midday and Twelve Weekend Trips Added	October 2023 Twelve Peak Period Trips Added
Weekday Trips	30	42
Saturday Trips	20	20
Sunday Trips	20	20

SPRINTER

As shown in Table 17, SPRINTER service levels will not change until FY2027 when increased headways of 15 minutes will be possible following the construction of double tracking and other operational improvements.

Table 17. SPRINTER Operating Statistics FY2021–FY2030

SPRINTER	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Ridership	2,216,158	2,493,222	2,515,424	2,510,722	2,506,158	2,506,158	3,107,777	3,125,192	3,099,026	3,097,664
Revenue	518,748	519,425	519,307	519,609	518,409	518,409	778,122	781,281	777,105	776,940
Total Miles	522,030	522,660	522,566	522,942	521,715	521,715	783,045	786,135	782,101	781,936
Revenue	23,574	23,604	23,599	23,613	23,558	23,558	35,360	35,504	35,314	35,306
Total Hours	23,726	23,755	23,751	23,767	23,711	23,711	35,589	35,731	35,545	35,537

Table 18 shows the average weekday, Saturday, and Sunday trips between FY2021–FY2030. Moving from 30-minute to 15-minute weekday frequency in FY2027 increases the number of trips.

Table 18. Average SPRINTER Trips by Day FY2021–FY2030

SPRINTER Service Level Increase	FY2021- FY2026	FY2027- FY2030
Average Mon-Thurs Trips	68	136
Average Friday Trips	78	156
Average Saturday Trips	55	55
Average Sunday Trips	50	50

Services Supported by NCTD

In addition to the services covered in the SIP, NCTD supports the provision of services by other operators that allow NCTD passengers greater flexibility and access to key destinations.

Sorrento Valley and UCSD COASTER Connection

The Metropolitan Transit System (MTS), through an agreement with NCTD, operates Sorrento Valley COASTER Connection (SVCC) shuttle service during weekday peak periods between the Sorrento Valley COASTER Station and surrounding employment areas. Per the agreement, NCTD pays MTS half the annual operating cost, plus \$1 per rider. FY2019 total annual ridership was 84,965, which was 9% lower than FY2018 ridership of 93,854.

In FY2020, a partnership with the University of California San Diego (UCSD), MTS, and NCTD was established to provide service between the Sorrento Valley COASTER Station and UCSD to replace the eliminated UCSD-operated shuttles. Per the agreement, MTS operates the shuttle service serving the same COASTER trips that SVCC does, and NCTD reimburses MTS half the operating cost less \$1 per passenger. UCSD subsidizes the other half of the cost.

Amtrak Rail 2 Rail Service

NCTD and Amtrak have a Rail2Rail program that allows COASTER day or monthly pass holders to ride any Amtrak Pacific Surfliner train at no extra cost (blackout days apply). This provides NCTD COASTER customers additional options without the additional costs of operating more COASTER trains. Per the agreement, NCTD reimburses Amtrak the average fare for COASTER per rider. Ridership was 13,707 in FY2019, which was 73% below the FY2018 ridership of 50,476. The ridership decline is due, at least in part, to updated program terms that went into effect on October 8, 2018, which are summarized in Table 19. Changes included a reduction of the number of stops for Rail2Rail trains because it was determined by LOSSAN and Amtrak that the additional travel time required to stop at those stations was not sufficiently offset by ridership. The removal of single and round-trip tickets was made to streamline the program between Amtrak, NCTD, and Metrolink. Some of these changes likely caused a decline in Rail2Rail ridership. LOSSAN has indicated their desire to terminate the program at some point which NCTD will consider in light of changing travel preferences due to COVID-19.

Table 19: Amtrak and NCTD Rail2Rail Program Terms

Rail2Rail Program Terms	Prior to October 8, 2018	As of October 8, 2018
Passenger Fare	COASTER Single Ride, Day or Monthly Pass	COASTER Day or Monthly Pass
Available Amtrak Trains	Eight (8) off-peak Amtrak trains make select COASTER stops: Carlsbad Village, Sorrento Valley and Old Town	All Amtrak trains, but they only stop at Amtrak-served stations

Appendix A to Agenda Item 17F

North County Transit District System Performance

The North County Transit District (NCTD) annually evaluates service performance based on established standards. NCTD’s budgetary outlook and service performance guide the decision-making process regarding service levels. By monitoring performance, NCTD can identify the highest performing routes where additional service could be added, or conversely, identify the routes that are underutilized and should be considered for modification or elimination.

Systemwide Historical Ridership

Table 1 below shows historical ridership trends by mode from FY2017 through FY2019. NCTD utilizes historical trends when projecting future year ridership in the Service Implementation Plan (SIP).

Table 1: NCTD Passenger Boardings from FY2017-FY2019

Mode	FY2017 Boardings	FY2018 Boardings	FY2019 Boardings	Change from FY2017-FY2019
BREEZE	6,731,930	6,482,912	6,372,715	-5.3%
LIFT	202,173	186,120	168,818	-16.5%
FLEX*	20,704	27,646	32,443	56.7%
COASTER	1,454,865	1,433,125	1,408,677	-3.2%
SPRINTER	2,549,053	2,532,731	2,408,961	-5.5%
All Modes	10,958,725	10,662,534	10,391,614	-5.2%

* FLEX was restructured in FY2018 Q2.

Modal Performance

NCTD measures productivity (cost per passenger and farebox recovery) and efficiency (passengers per hour or mile) for each mode. These measures will be used to monitor any new services or modes implemented during the five-year plan. NCTD’s Annual Transit Operations Performance Report provides a comprehensive report of performance, including metrics like on-time performance and contractor adherence to minimum performance standards.

BREEZE Performance

NCTD uses four measures to monitor BREEZE route performance: passengers per revenue hour, passengers per revenue mile, cost per passenger, and farebox recovery. Routes are scored based on the median of the BREEZE system for each metric and then given a composite score. Routes are then ranked and grouped into three categories as outlined below.

- Pass: Routes that score 80% of the median or above
- Watch: Routes that score between 21% and 79% of the median
- Deficient: Routes that score below 20% of the median

Performance is monitored annually. If a route is deemed deficient for an entire fiscal year, NCTD may take measures to improve the route, including:

- Targeted marketing of the route
- Service span and/or frequency modifications
- Restructuring of the route

Tables 2, 3, and 4 show historical BREEZE route performance for FY2019 for Weekday, Saturday, and Sunday service. The lowest performing routes are contemplated for service modifications or elimination in *Appendix B Service Contingency Plan*. NCTD plans to implement FLEX Demand Response Zones in areas where BREEZE service performance is low.

Table 2: FY2019 Weekday BREEZE Route Performance

Route	Service Tier	Operating Cost	Fully Burdened Cost	Average Boardings	Boardings per Mile	Boardings per Hour	Net Cost per Passenger	Farebox Recovery	Composite Score
356	Local	\$217,867	\$406,695	416	2.76	24.86	\$2.83	26.6%	7.88
351/352	Core	\$900,520	\$1,691,266	1,380	2.31	19.70	\$3.80	21.2%	6.24
350	Core	\$969,429	\$1,761,743	1,424	1.88	20.29	\$3.85	21.0%	5.87
305	Corridor	\$1,136,583	\$2,044,771	1,608	1.70	19.99	\$3.98	20.5%	5.61
303	Core	\$2,416,551	\$4,375,788	3,281	1.77	18.91	\$4.22	19.5%	5.45
354	Local	\$463,579	\$847,014	571	1.58	16.81	\$4.82	17.6%	4.84
301	Corridor	\$2,065,688	\$3,597,252	2,351	1.32	17.33	\$5.00	17.0%	4.57
311	Commuter	\$233,549	\$401,254	248	1.34	16.73	\$5.33	16.1%	4.42
306	Rural	\$649,746	\$1,096,348	678	1.12	17.15	\$5.34	16.1%	4.25
355/357	Local	\$347,364	\$639,607	371	1.41	14.33	\$5.77	15.1%	4.17
302	Core	\$1,524,399	\$2,744,298	1,581	1.28	14.64	\$5.81	15.0%	4.06
388	Rural	\$544,134	\$914,962	537	0.85	16.37	\$5.68	15.3%	3.84
318	Local	\$608,652	\$1,088,049	592	1.21	13.94	\$6.21	14.2%	3.84
334	Local	\$207,934	\$378,636	199	1.34	13.18	\$6.46	13.7%	3.84
304	Corridor	\$764,067	\$1,311,239	687	1.09	14.18	\$6.49	13.6%	3.67
358/359	Local	\$205,370	\$376,254	180	1.11	11.88	\$7.21	12.4%	3.37
309	Corridor	\$1,730,729	\$3,045,162	1,473	0.97	12.65	\$7.12	12.6%	3.31
332	Core	\$1,207,181	\$2,111,031	965	1.05	12.06	\$7.59	11.9%	3.25
444	Commuter	\$58,974	\$91,939	38	1.11	12.89	\$8.59	10.7%	3.21
353	Local	\$195,819	\$360,798	162	1.08	11.07	\$7.76	11.7%	3.18
308	Corridor	\$533,474	\$906,471	435	0.74	13.18	\$7.17	12.5%	3.14
313	Local	\$359,195	\$655,986	272	1.00	10.36	\$8.46	10.8%	2.95
347	Local	\$401,773	\$741,035	277	1.05	9.22	\$9.51	9.7%	2.77
445	Commuter	\$121,616	\$191,498	72	0.82	11.63	\$9.45	9.8%	2.74
315	Corridor	\$822,498	\$1,452,286	547	0.82	9.81	\$9.42	9.8%	2.62
325	Local	\$412,050	\$763,720	225	0.81	7.21	\$12.37	7.7%	2.15
323	Local	\$254,028	\$451,161	125	0.67	7.15	\$13.21	7.2%	1.96

Table 3: FY2019 Saturday BREEZE Route Performance

Route	Service Tier	Operating Cost	Burdened Cost	Average Boardings	Boardings per Mile	Boardings per Hour	Net Cost per Passenger	Farebox Recovery	Composite Score
350	Core	\$83,372	\$151,992	631	1.95	21.68	\$3.52	22.57%	7.59
356	Local	\$27,188	\$50,895	175	1.96	17.44	\$4.45	18.73%	6.56
354	Local	\$30,093	\$54,831	189	1.60	18.01	\$4.44	18.74%	6.20
303	Core	\$311,322	\$561,309	1,900	1.62	17.91	\$4.55	18.39%	6.15
351/352	Core	\$112,279	\$211,798	615	1.83	14.55	\$5.48	15.77%	5.66
305	Corridor	\$194,760	\$346,624	1,092	1.29	16.94	\$4.96	17.12%	5.47
388	Rural	\$109,948	\$184,336	523	0.86	16.57	\$5.62	15.42%	4.65
306	Rural	\$96,497	\$165,460	442	0.99	15.10	\$6.04	14.52%	4.53
301	Corridor	\$385,309	\$665,871	1,718	1.05	14.43	\$6.29	14.02%	4.47
302	Core	\$201,086	\$358,849	902	1.11	13.48	\$6.48	13.66%	4.40
332	Core	\$41,742	\$72,390	149	0.79	11.49	\$8.11	11.22%	3.48
355/357	Local	\$35,986	\$65,835	118	0.89	9.34	\$9.47	9.77%	3.19
304	Corridor	\$81,863	\$142,947	255	0.72	9.84	\$9.55	9.69%	3.03
309	Corridor	\$312,874	\$550,589	939	0.72	9.31	\$10.04	9.27%	2.92
308	Corridor	\$87,309	\$147,145	232	0.47	9.15	\$10.93	8.58%	2.52
353	Local	\$40,509	\$74,798	105	0.72	7.21	\$12.43	7.62%	2.49
315	Corridor	\$141,714	\$248,942	332	0.60	7.29	\$13.13	7.24%	2.32
318	Local	\$85,650	\$150,726	209	0.55	7.56	\$12.60	7.52%	2.31
334	Local	\$37,161	\$67,324	84	0.66	6.53	\$14.17	6.75%	2.25
325	Local	\$25,209	\$45,675	54	0.60	6.27	\$14.81	6.48%	2.12
347	Local	\$35,727	\$65,884	70	0.63	5.44	\$16.82	5.74%	1.97

Table 4: FY2019 Sunday BREEZE Route Performance

Route	Service Tier	Operating Cost	Burdened Cost	Average Boardings	Boardings per Mile	Boardings per Hour	Net Cost per Passenger	Farebox Recovery	Composite Score
303	Core	\$353,926	\$640,156	1,967	1.62	17.72	\$4.59	18.27%	5.98
350	Core	\$93,213	\$169,585	520	1.55	17.56	\$4.60	18.24%	5.88
351/352	Core	\$127,522	\$241,036	642	1.84	14.59	\$5.45	15.84%	5.56
388	Rural	\$124,242	\$208,110	571	0.90	17.54	\$5.26	16.30%	4.85
356	Local	\$30,976	\$58,028	124	1.33	11.78	\$7.07	12.66%	4.25
305	Corridor	\$221,799	\$395,110	905	1.03	13.46	\$6.51	13.61%	4.21
306	Rural	\$109,956	\$188,318	436	0.94	14.35	\$6.42	13.77%	4.21
302	Core	\$231,731	\$414,831	796	0.94	11.22	\$7.96	11.42%	3.59
301	Corridor	\$436,511	\$755,247	1,425	0.84	11.52	\$8.12	11.22%	3.47
309	Corridor	\$223,336	\$395,079	729	0.86	10.95	\$8.32	10.97%	3.40
355/357	Local	\$41,055	\$75,552	119	0.86	8.93	\$9.88	9.40%	3.01
354	Local	\$33,948	\$61,841	98	0.80	9.07	\$9.84	9.44%	2.96
308	Corridor	\$99,116	\$167,098	225	0.44	8.54	\$11.76	8.02%	2.31
315	Corridor	\$158,088	\$279,468	295	0.52	6.28	\$15.29	6.29%	1.95
353	Local	\$45,953	\$84,847	81	0.54	5.39	\$16.98	5.69%	1.81

FLEX Performance

NCTD instituted FLEX demand response service to better serve its operating environment which consists of suburban, tribal, and rural areas. FLEX service provides coverage-based transit access for lower density areas with demand that does not require a 40-foot bus operating a 15 or 30-minute frequency fixed route service, therefore, FLEX performs below that of fixed route service. Table 5 below compares all weekday FLEX route performance to the lowest performing weekday BREEZE routes.

Table 5: FY2019 FLEX Route Performance Compared to Lowest Performing BREEZE Routes

Route	Average Weekday Boardings	Weekday Passengers per Revenue Mile	Weekday Passengers per Revenue Hour
BREEZE 315	547	0.82	9.81
BREEZE 323	125	0.67	7.15
BREEZE 325	225	0.81	7.21
FLEX 371	31	0.17	3.73
FLEX 372	1	0.32	3.55
FLEX 392	56	0.09	1.91
FLEX 395	21	0.11	1.86

LIFT Performance

NCTD operates LIFT paratransit service as required by the Americans with Disabilities Act (ADA). It operates as complementary service to fixed route service, meaning it operates during the same hours and footprint as fixed route. For this reason, NCTD cannot modify the service; however, NCTD has the ability to improve service efficiency. NCTD has achieved efficiencies by subcontracting service to taxi providers and increasing the number of shared-ride trips. FY2019 farebox recovery (without local support from TransNet revenues) was below the TDA minimum of 10%. NCTD is exploring ways to increase farebox recovery such as charging premium fares for providing service beyond the requirements of ADA.

Table 6: FY2019 LIFT Passengers per Revenue Hour

Day Type	Passengers per Revenue Hour
Weekday	1.8
Saturday	1.5
Sunday	1.5

Table 7: FY2019 LIFT Net Cost per Passenger and Farebox Recovery

Net Cost per Passenger	Farebox Recovery
\$57.38	6.8%

COASTER Performance

The COASTER schedule is focused on peak period trips in the peak direction of travel, with midday, evening, and weekend trips provided less frequently. Trip frequency is irregular due to limited double tracking along the corridor and the shared use of the corridor with Amtrak, Metrolink, and freight carriers. Table 8 shows a comparison of COASTER service with peer commuter rail agencies. As NCTD adds COASTER service over the next five years, new trips will be monitored to ensure all trips are meeting performance standards.

Table 8: Commuter Rail Peer Comparison

Agency	Population	Weekday Trips	Average Headway Peak (Range)	Average Headway Off-Peak (Range)
NCTD	849,420	22	25 – 59 Minutes	67 – 214 Minutes
Dallas Area Rapid Transit (Trinity Railway Express)	2,407,830	73	30 Minutes	60 Minutes
Sound Transit (Sounder) (Northbound and Southbound)	3,054,000	34	20 – 30 Minutes	180 – 405 Minutes
Regional Transit District (RTD A Line)	2,920,000	142	15 Minutes	15 – 30 Minutes
Utah Transit Authority	1,883,504	63	30 Minutes	60 Minutes
Northern Indiana Commuter Transportation District	958,644	43	15 – 45 Minutes	43 – 120 Minutes

COASTER service is more productive on weekdays due to higher ridership during peak times and in peak travel directions. NCTD is required under the Transportation Development Act (TDA) to maintain a farebox recovery for all modes other than paratransit of 18.8%. Farebox recovery is higher than other NCTD modes due to the premium fare for the service.

Table 9: FY2019 COASTER Passengers per Revenue Hour and Revenue Mile

Day Type	Passengers per Revenue Hour	Passengers per Revenue Mile
Weekday	170	5.3
Saturday	152	4.8
Sunday	135	4.3

Table 10: FY2019 COASTER Net Cost per Passenger and Farebox Recovery

Net Cost per Passenger	Farebox Recovery
\$10.23	27.3%

SPRINTER Performance

SPRINTER service operates regular headways seven days a week, with hourly service provided during weekend mornings and evenings. Similar to COASTER, productivity is higher during the week to account for school and work trips. In FY2019, farebox recovery (without local support) did not meet the TDA required minimum; the regional fare change that took effect in September 2019 increased single ride fares from \$2.00 to \$2.50 and is anticipated to increase fare revenue.

Table 11: FY2019 SPRINTER Passengers per Revenue Hour and Revenue Mile

Day Type	Passengers per Revenue Hour	Passengers per Revenue Mile
Weekday	112	5.1
Saturday	75	3.5
Sunday	67	3.0

Table 12: FY 2019 SPRINTER Net Cost per Passenger and Farebox Recovery

Net Cost per Passenger	Farebox Recovery
\$7.83	12.5%

Appendix B to Agenda Item 17F

Contingency Plan – Service Reductions

Based on the FY2019 BREEZE and FLEX route performance, the North County Transit District (NCTD) has developed three service reduction scenarios that may be implemented should the impacts from COVID-19 warrant a reduction in expenses. The service reductions are calculated as percentages of the MV Transportation FY2021 operating contract value of \$38.7 million. Additional paratransit cost savings should be realized from the elimination of BREEZE fixed routes.

Scenario 1 – 5% Reduction in Operating Costs; approximately \$1.2 million

- Eliminate FLEX Deviated Fixed Routes
- Reduce frequency on BREEZE Routes 325, 347, 332, 309, 101, 305, 318, and 303
- Reduce service span on BREEZE Routes 347, 305, and 303

Scenario 2 – 10% Reduction in Operating Costs; approximately \$3.9 million

- Eliminate FLEX Deviated Fixed Routes
- Eliminate BREEZE Weekday Routes: 353, 355/357,444, 334, 347, 445, 313, 323, 325
- Eliminate BREEZE Saturday Routes: 355/357, 353, 347, 315, 334, 325
- Eliminate BREEZE Sunday Routes: 355/357, 353, 315

Scenario 3 – 15% Reduction in Operating Costs; approximately \$6 million

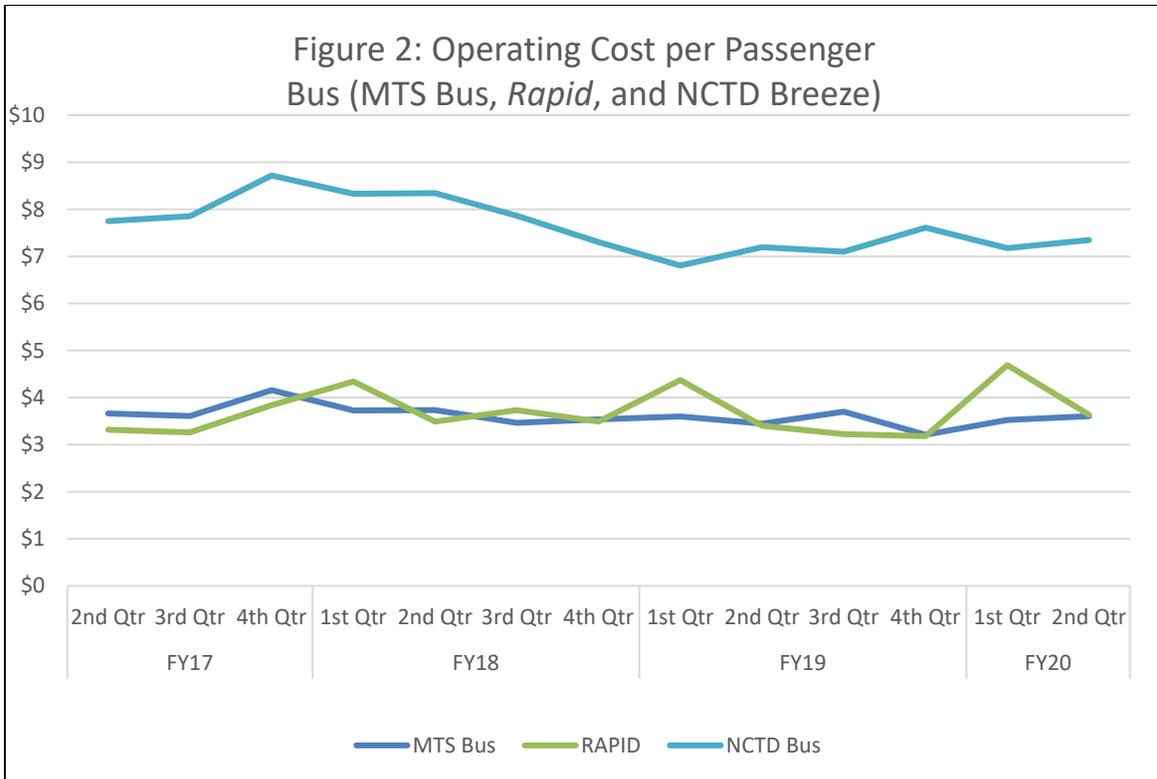
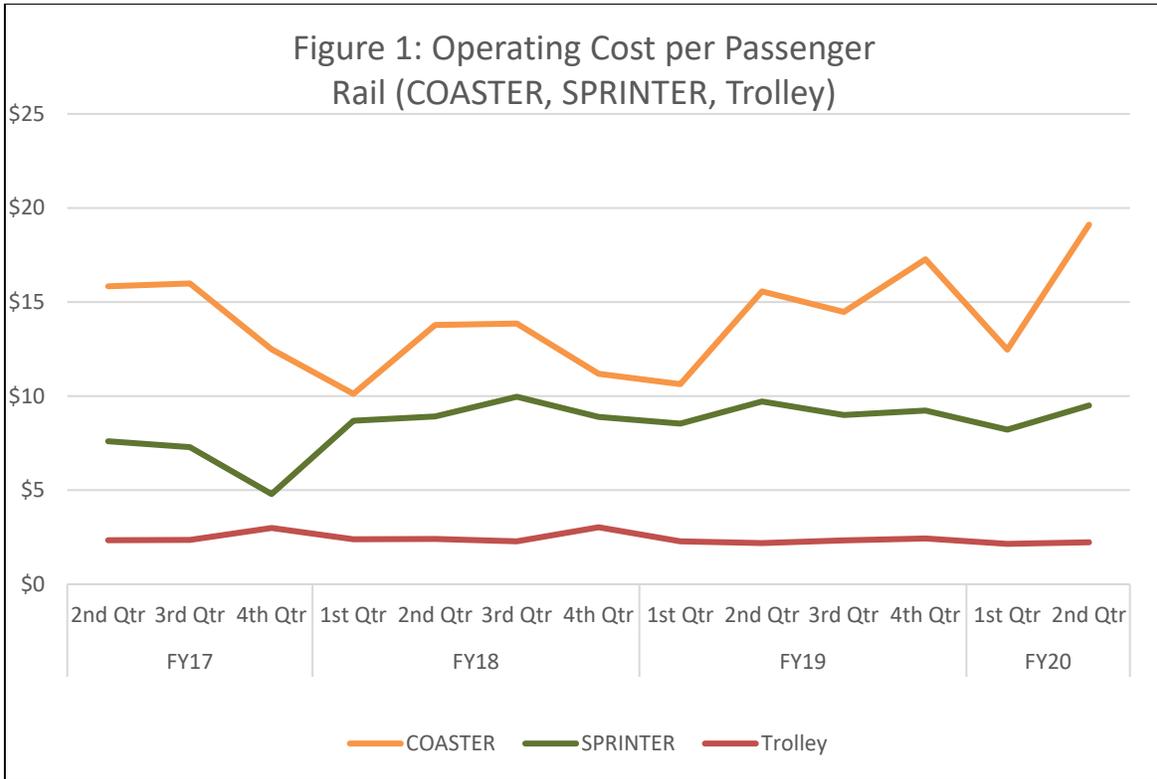
- Eliminate FLEX Deviated Fixed Routes
- Eliminate BREEZE Weekday Routes: 353, 355/357,444, 334, 347, 445, 313, 315, 323, 325, 358/359, 311, 388
- Eliminate BREEZE Saturday Routes: 355/357, 353, 347, 315, 334, 325, 388
- Eliminate BREEZE Sunday Routes: 355/357, 353, 315, 388

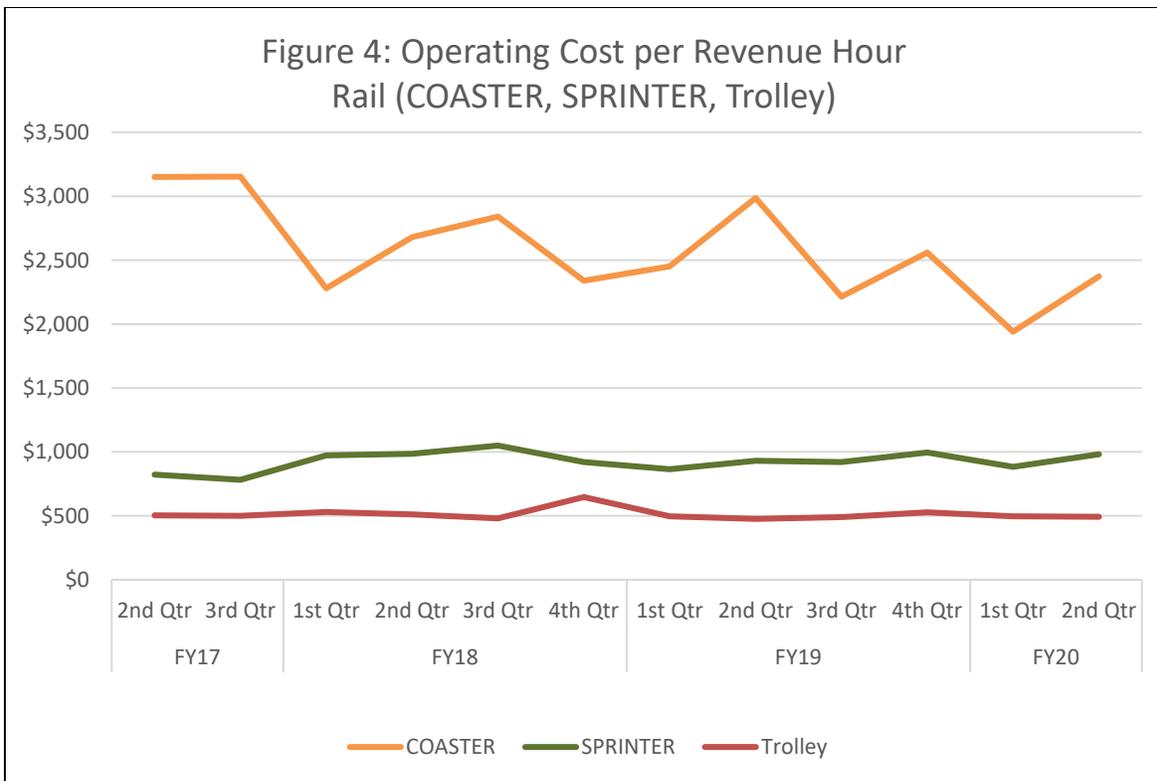
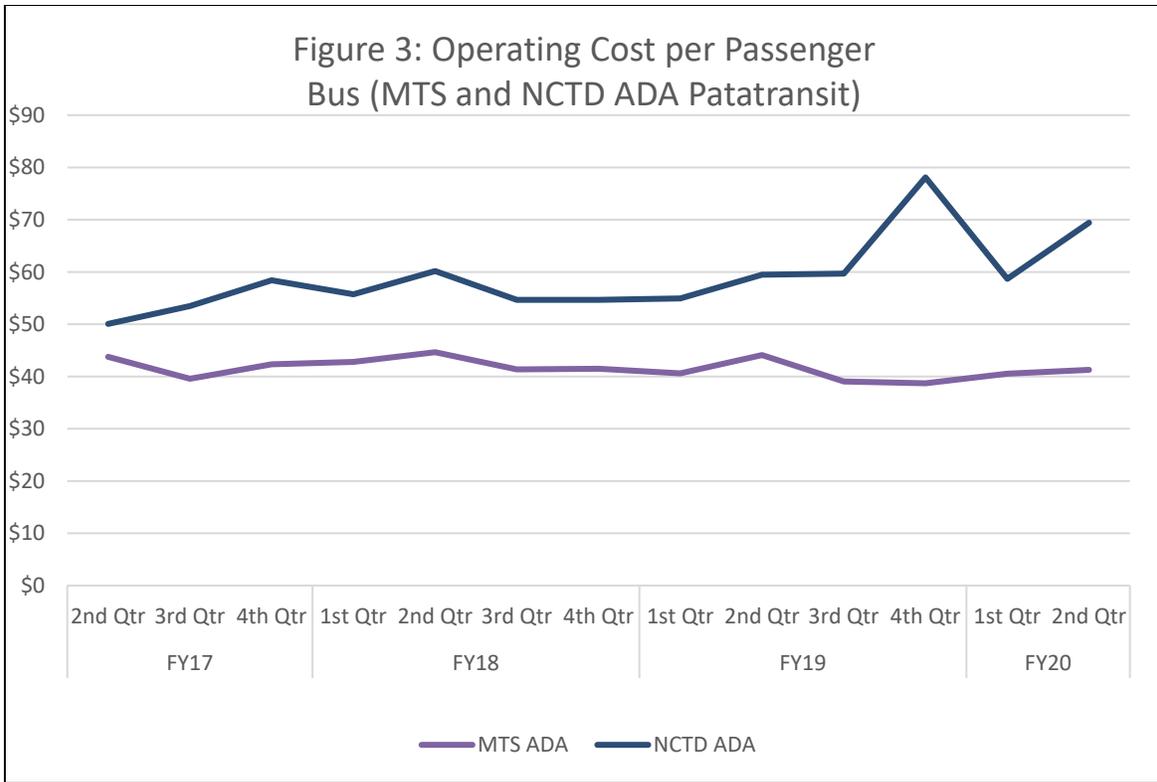


Appendix F

Transportation Development Act Performance Indicators

TDA Productivity Improvement Results Evaluation





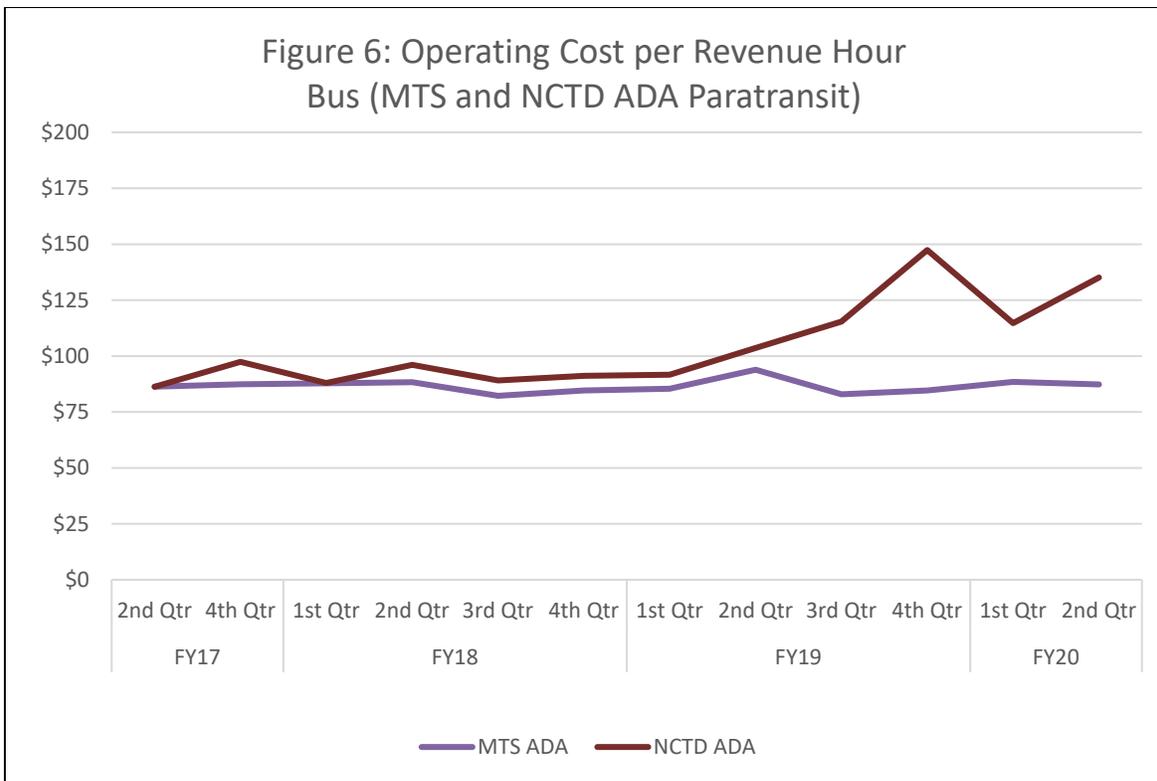
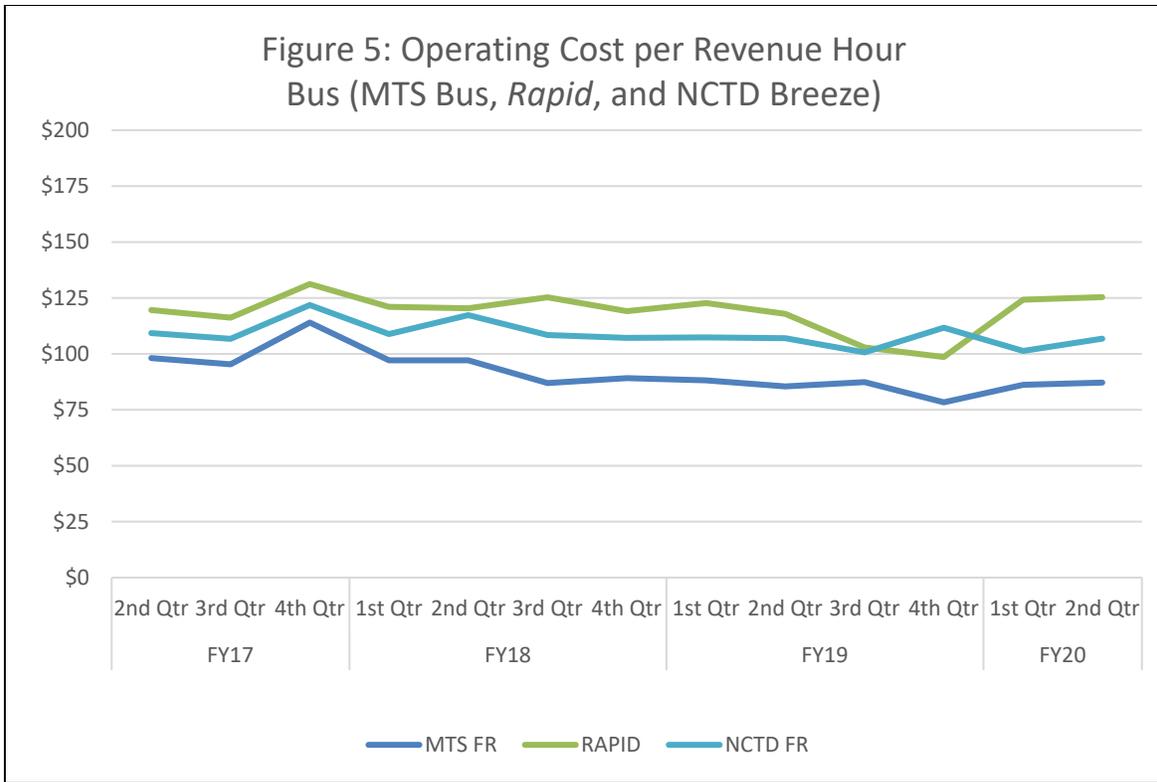


Figure 7: Passengers per Revenue Hour
Rail (COASTER, SPRINTER, Trolley)

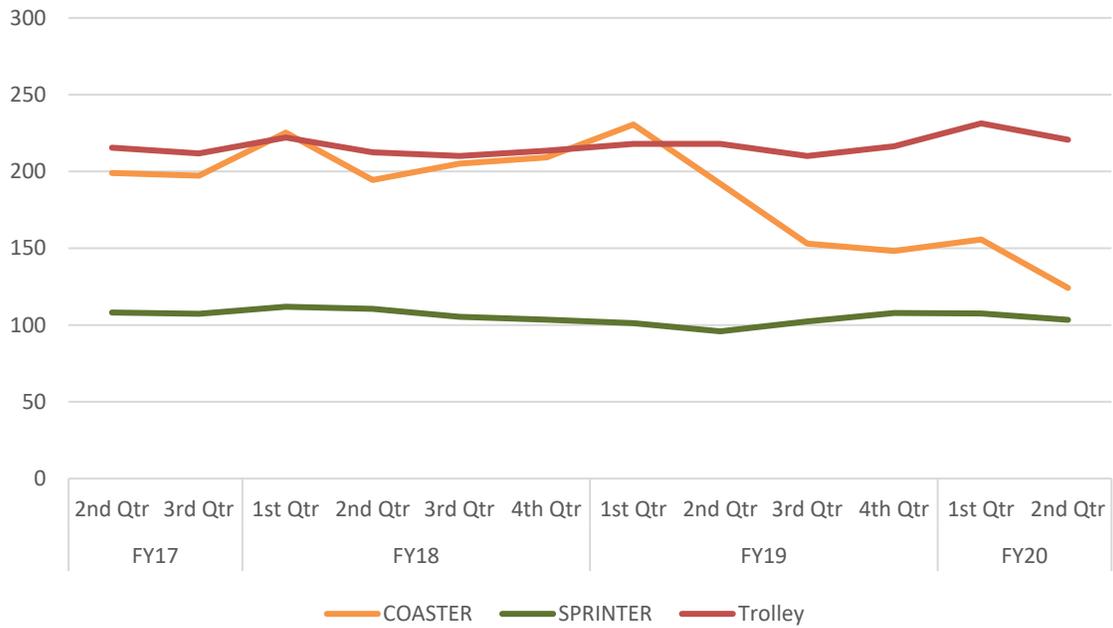
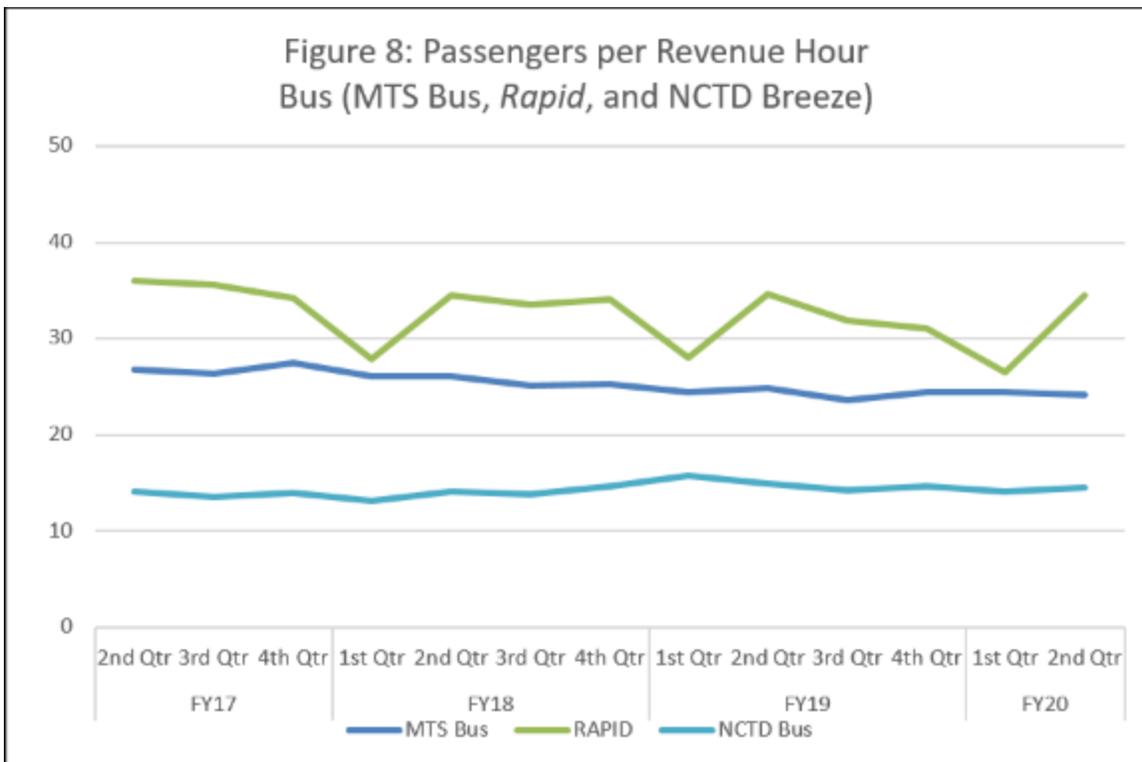
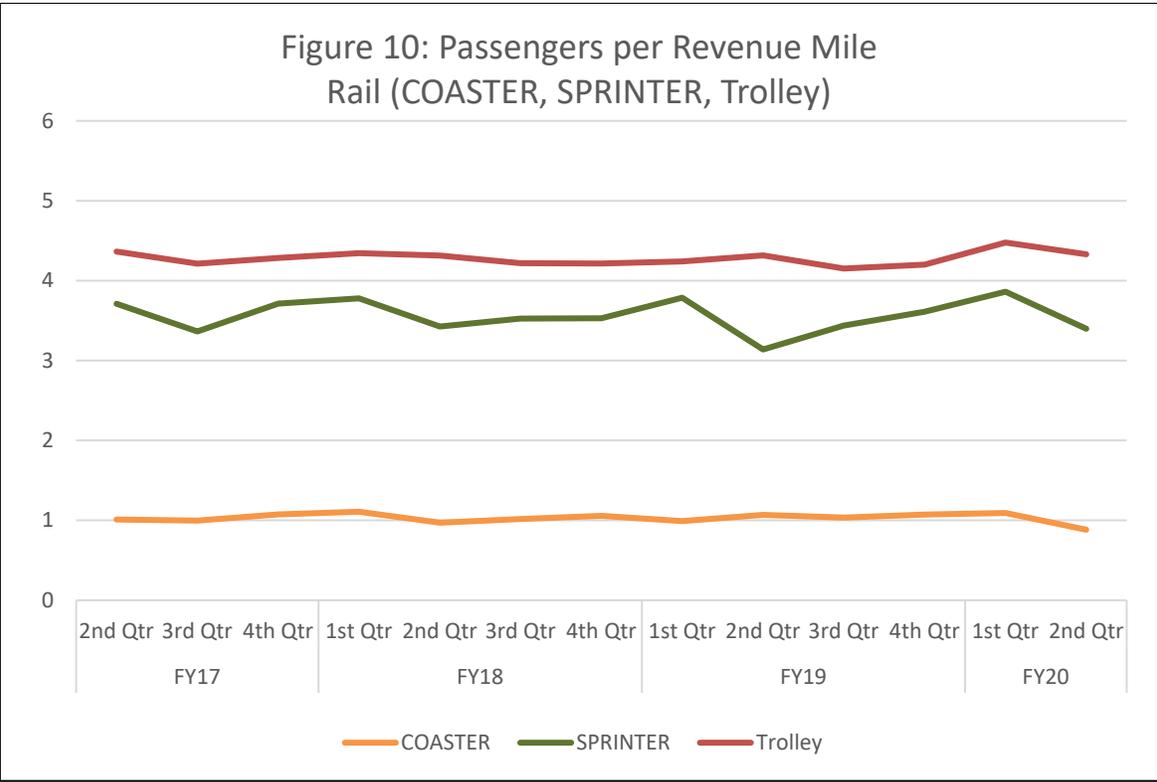
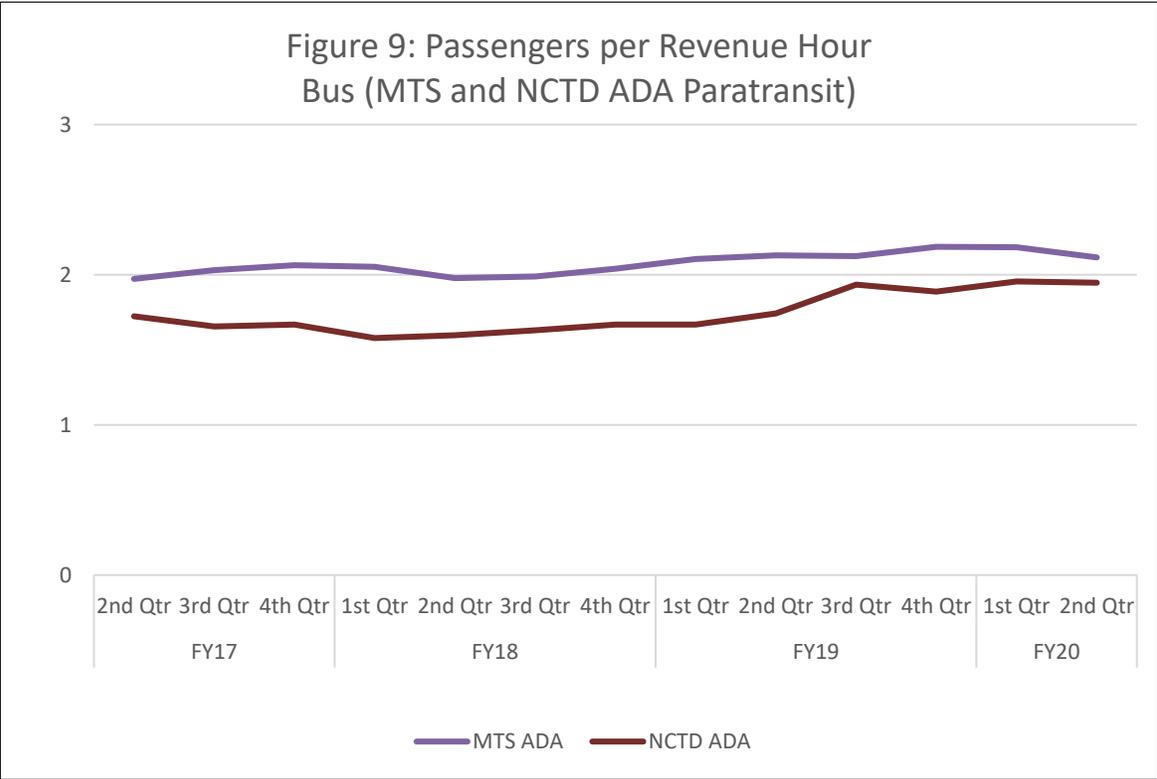
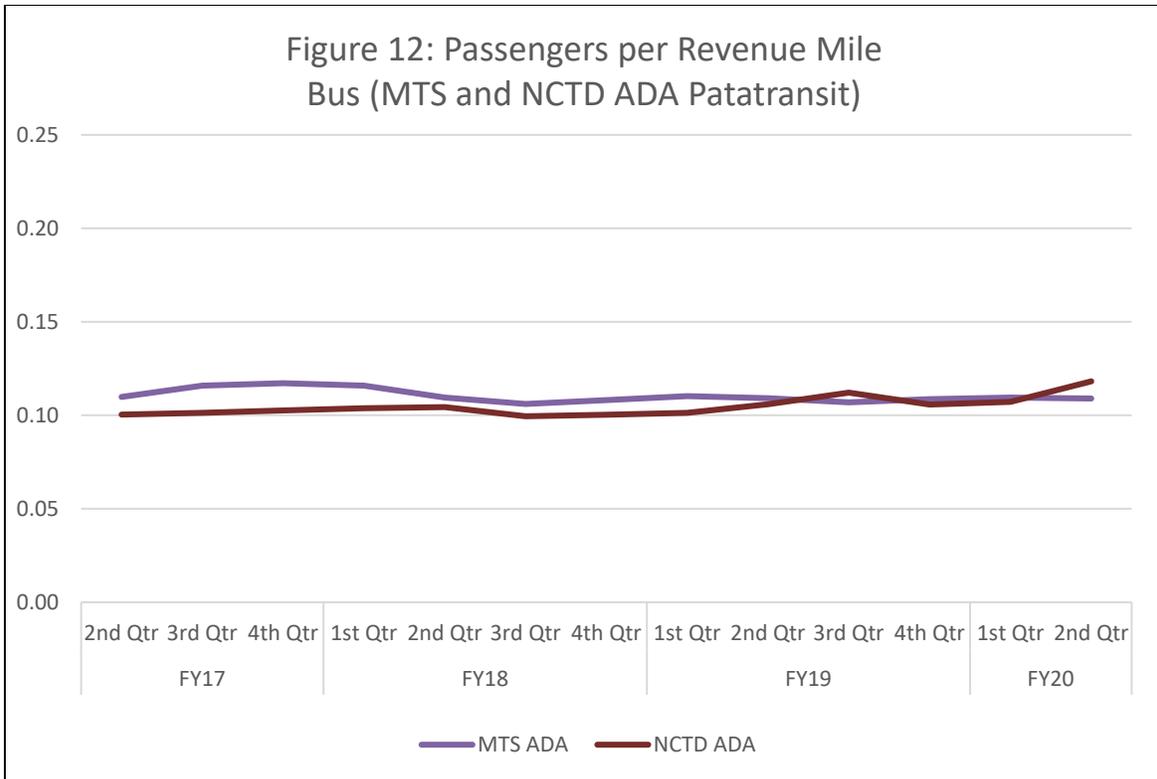
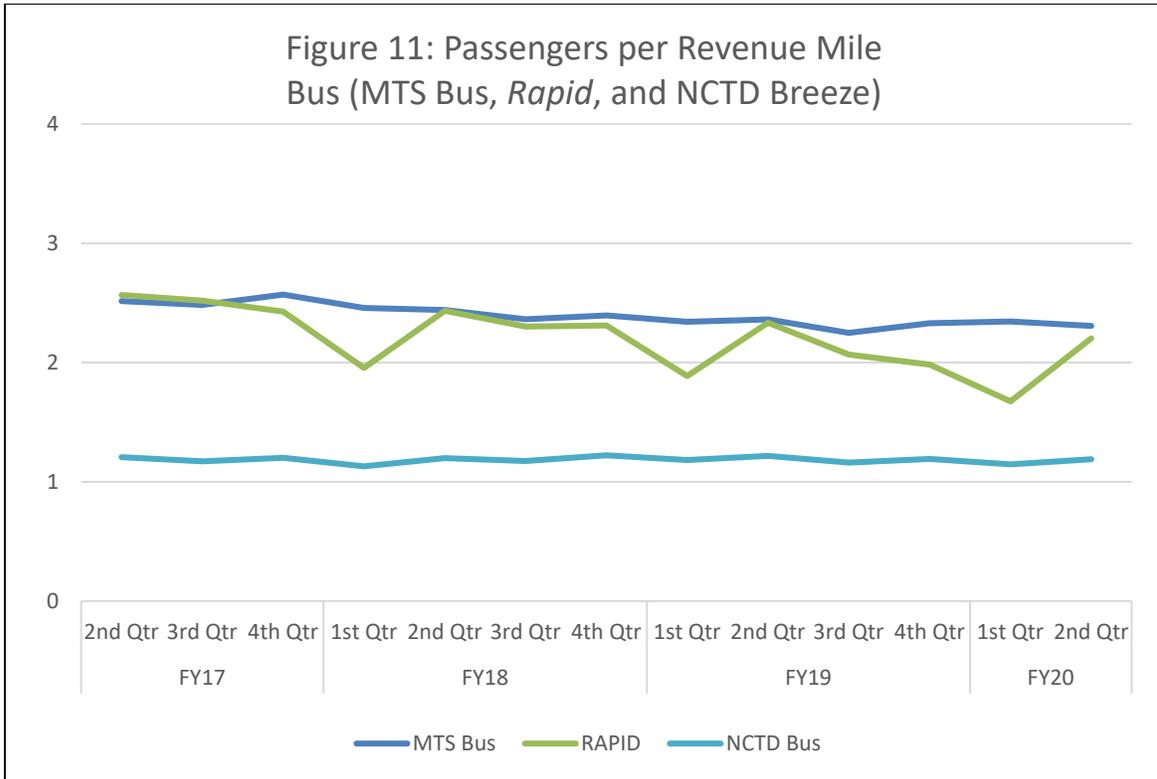
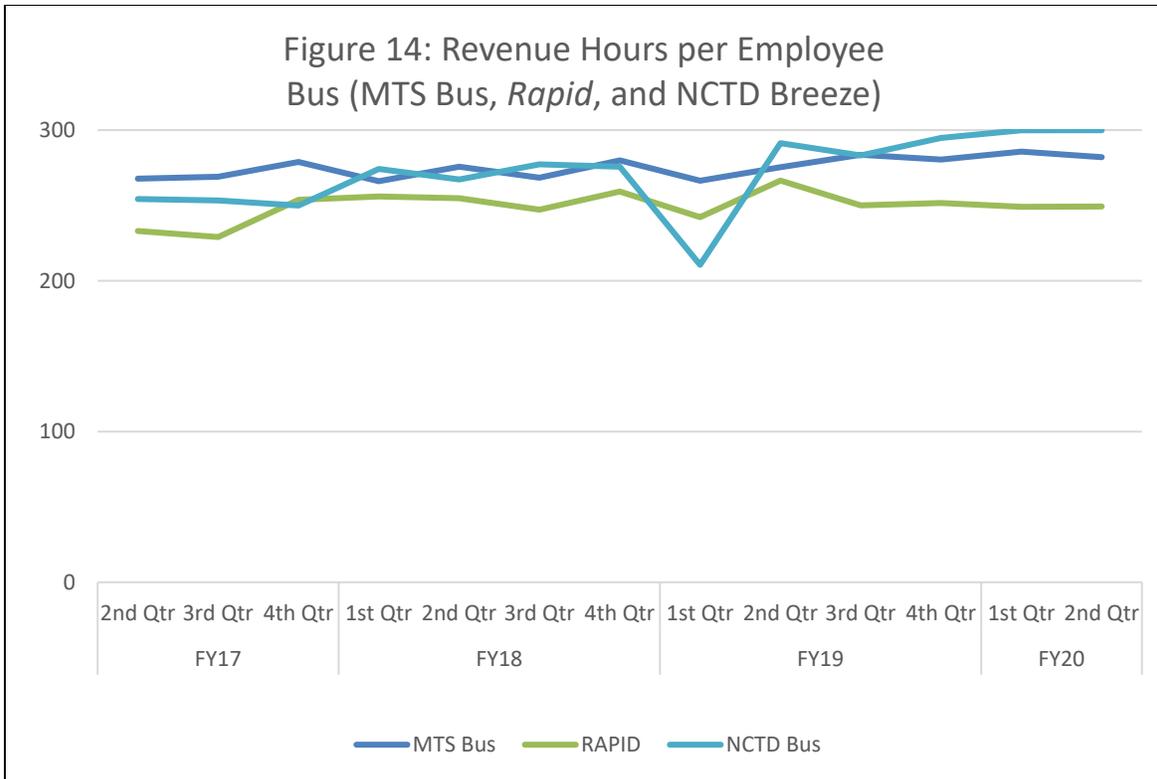
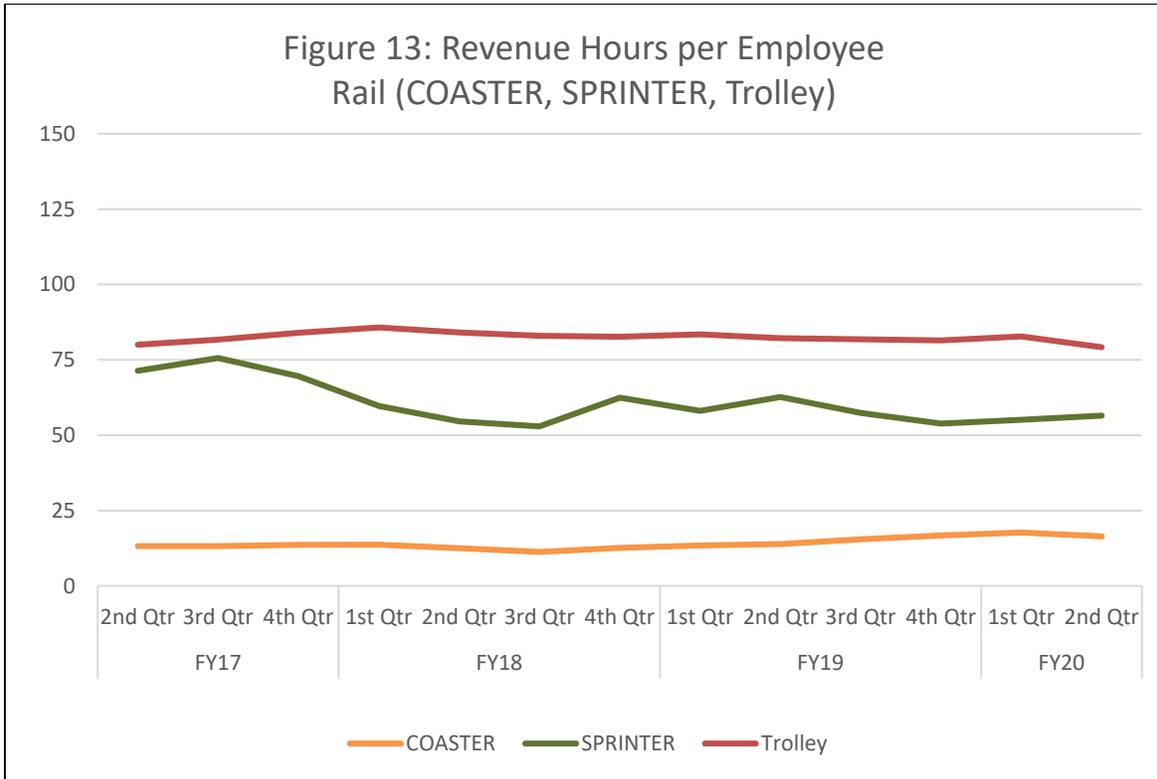


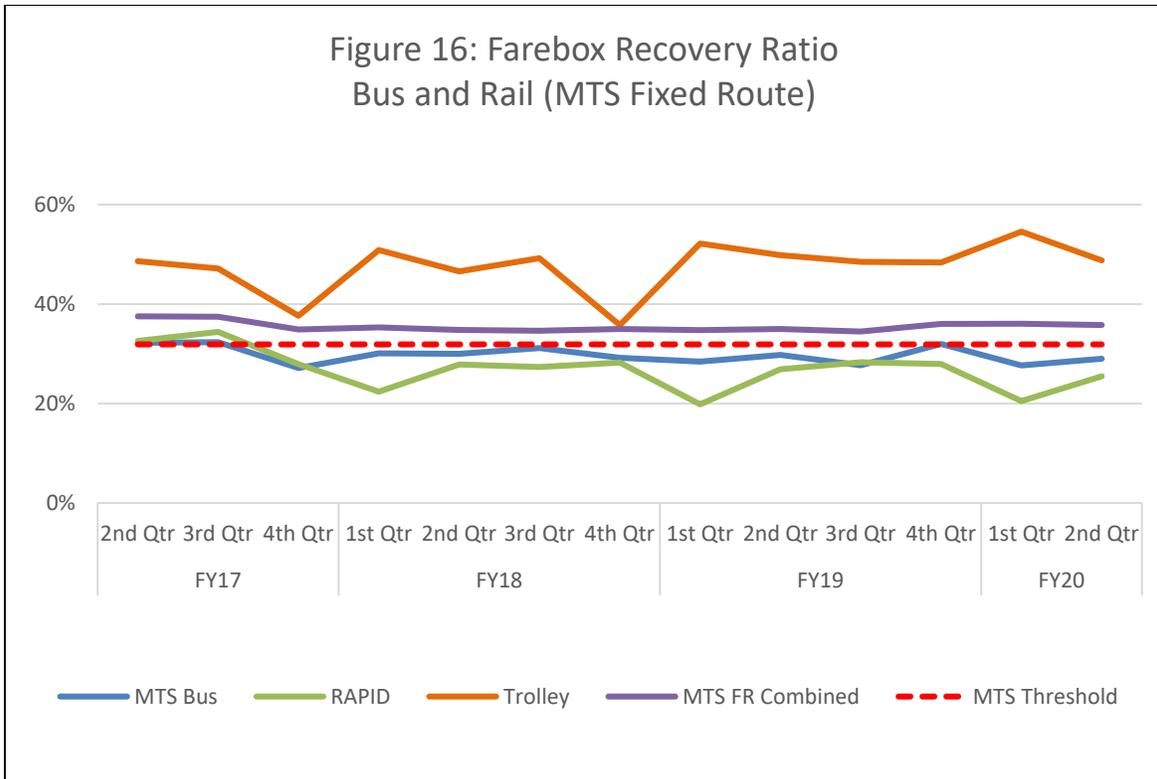
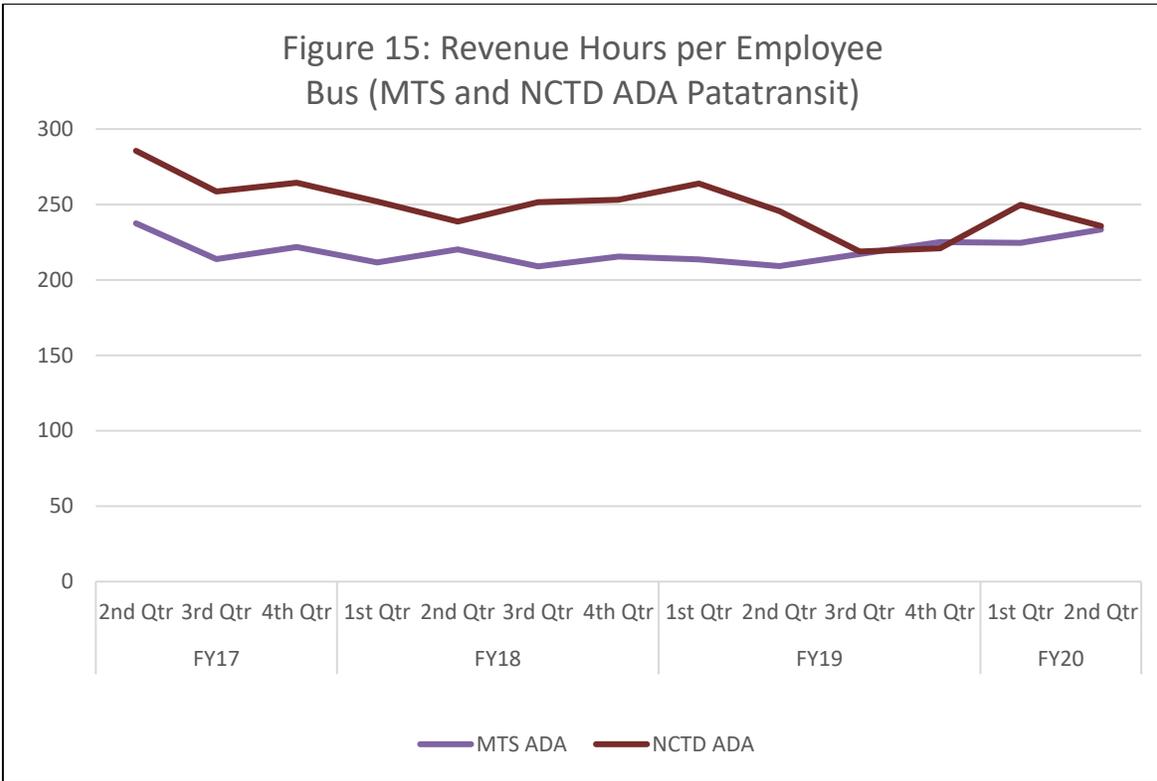
Figure 8: Passengers per Revenue Hour
Bus (MTS Bus, Rapid, and NCTD Breeze)

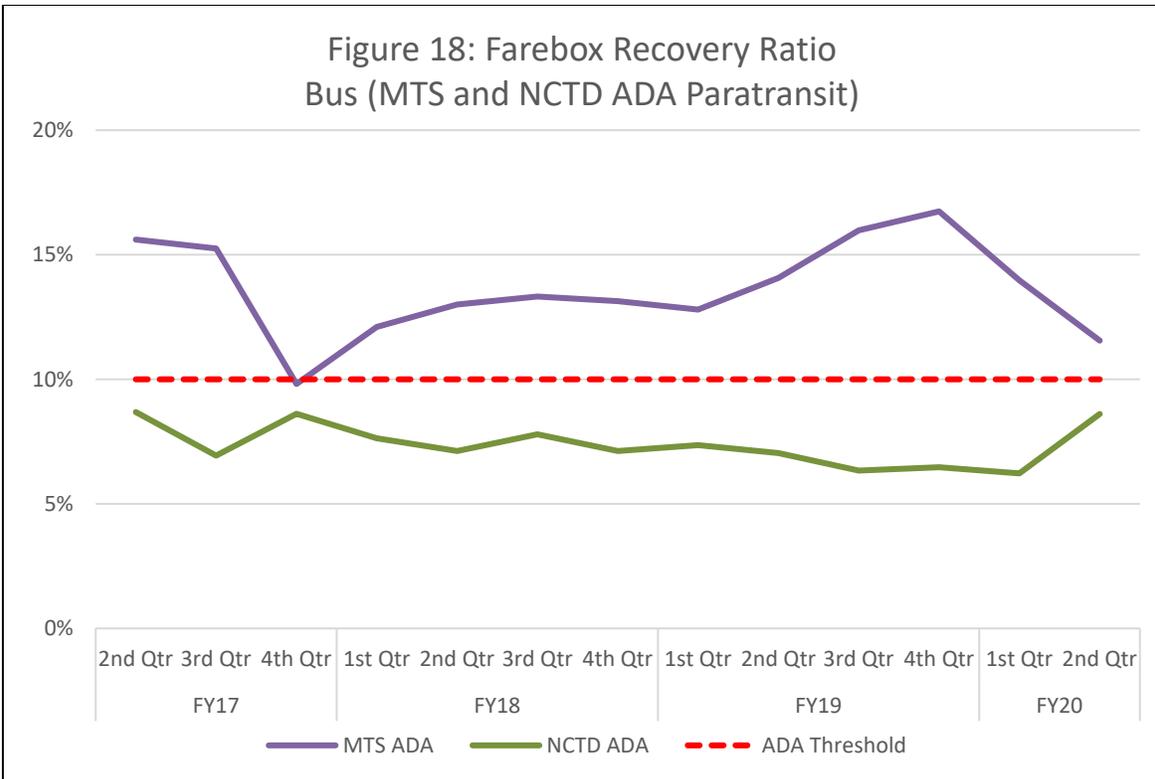
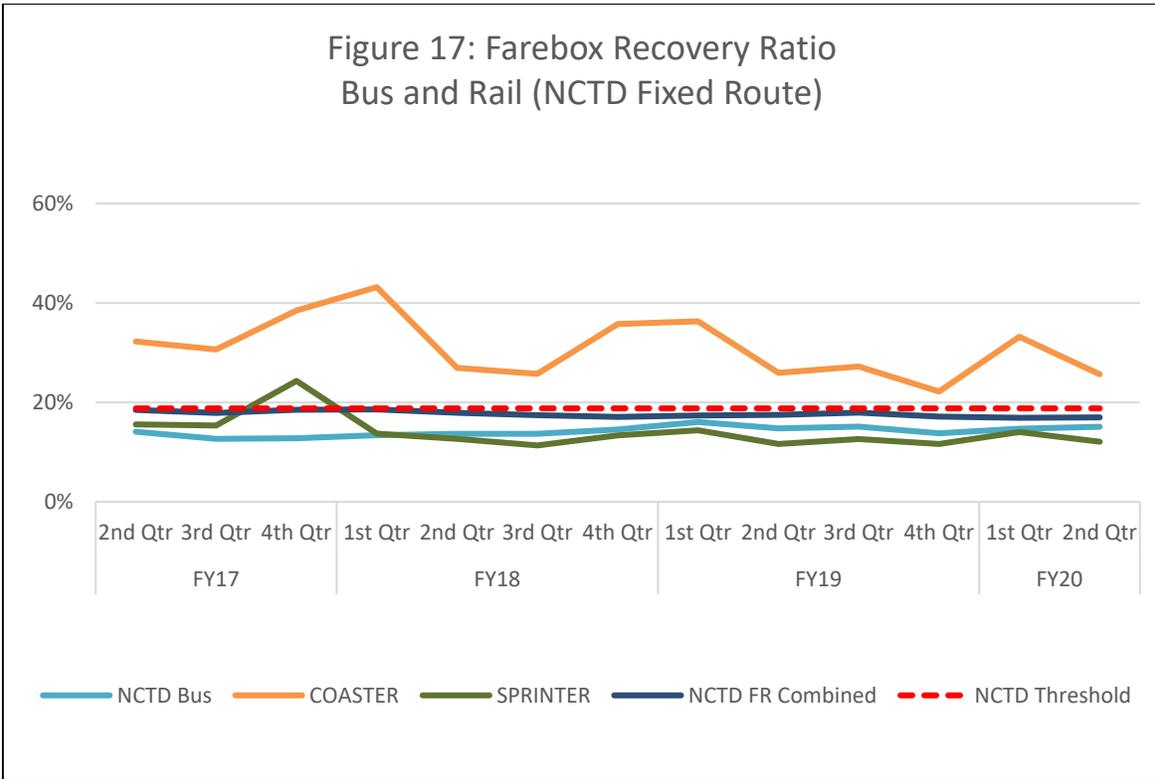








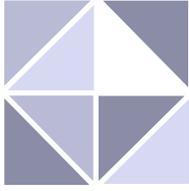






Appendix G

Agency Mission Statements



AGENCY MISSIONS/VISIONS



FACT's Mission is to:

Assist San Diego County residents with barriers to mobility to achieve independence through coordination of transportation services.



The Mission of the Metropolitan Transit System is to:

Enhance the personal mobility of San Diego metropolitan area residents and visitors by:

- Obtaining maximum benefit for every dollar spent.
- Being the community's major public transportation advocate.
- Increasing public transportation usage per capita.
- Taking a customer-oriented approach.
- Implementing capital projects on schedule and within budget.
- Offering high-quality public transportation services.
- Responding to the community's socioeconomic interests.



The Mission and Vision of the North County Transit District is:

To deliver safe, convenient, reliable, and user-friendly public transportation services. The North County Transit District (NCTD) vision is to build an integrated transit system that enables our customers to travel easily and efficiently throughout our growing region.

To build an integrated transit system that enables our customers to travel easily and efficiently throughout our growing region. We will achieve this by:

- Placing service to our customers first
- Ensuring the safety and security of our employees and customers
- Delivering high-quality transit services
- Developing and maintaining facilities that sustain and promote current and future transportation services
- Securing adequate revenue, protecting our assets, and getting the maximum return on the public investment
- Working in partnership with our communities and other stakeholders
- Encouraging innovation, creativity, and leadership



The SANDAG Mission Statement is:

The 18 cities and county government are SANDAG, the San Diego Association of Governments. This public agency serves as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transportation, and provides information on a broad range of topics pertinent to the region's quality of life.



Appendix H

Program of Projects

CYCLE 1

JARC (FY 2006)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area / Route Length	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
Metropolitan Transit System (MTS)	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	15.4 mi	Route 905	Operating	Fixed route connecting South Bay residential communities with the Otay Mesa job center	FY 2006	\$ 433,360.00	\$ 433,360	\$ 108,340	\$ 541,700
							TOTAL	\$ 433,360.00	\$ 433,360	\$ 108,340	\$ 541,700
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	20.8 mi	Route 960	Operating	Fixed route serving Southeastern San Diego, Mid-City, Kearny Mesa and University City	FY 2006	\$ 83,068.00	\$ 83,068	\$ 20,767	\$ 103,835
							TOTAL	\$ 83,068.00	\$ 83,068	\$ 20,767	\$ 103,835
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	28 mi	Route 30 Weekend Service	Operating	Fixed route connecting downtown San Diego, Old Town/Midway, Pacific Beach and University City	FY 2006	\$ 262,037.00	\$ 262,037	\$ 65,509	\$ 327,546
							TOTAL	\$ 262,037.00	\$ 262,037	\$ 65,509	\$ 327,546
North County Transit District (NCTD)	Transit Operator	810 Mission Avenue Oceanside, CA 92054	22 mi	Bus Stop Improvements along SPRINTER corridor	Capital	Bus stop improvements to improve transit access, safety comfort and ADA compliance	FY 2006	\$ 482,492.00	\$ 482,492	\$ 482,492	\$ 964,984
							TOTAL	\$ 482,492.00	\$ 482,492	\$ 482,492	\$ 964,984

New Freedom (FY 2006)

City of La Mesa	Local government	8130 Allison Avenue La Mesa, CA 91942	91941, 91942	Volunteer Driver Transportation Service	Operating	Volunteer driver program	FY 2006	\$ 50,000.00	\$ 50,000	\$ 59,016	\$ 109,016
							TOTAL	\$ 50,000.00	\$ 50,000	\$ 59,016	\$ 109,016
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	NCTD Service Area	Mobility/Travel Training program	Operating	Mobility Training, Travel Training	FY 2006	\$ 34,412.00	\$ 34,412	\$ 34,412	\$ 68,824
							TOTAL	\$ 34,412.00	\$ 34,412	\$ 34,412	\$ 68,824
Full Access & Coordinated Transportation, Inc. (FACT)	Consolidated Transportation Services Agency (CTSA)	600 Mission Avenue Oceanside, CA 92054	92008, 92009, 92010, 92011, 92024, 92025, 92026, 92027, 92028, 92029, 92054, 92056, 92057, 92058, 92069, 92078, 92081, 92083, 92084, 92096	Mobility Management	Mobility Management	Centrally dispatched coordinated transportation planning activities in North County pilot project	FY 2008	\$ 107,007.00	\$ 10,813	\$ 7,676	\$ 18,488
							FY 2009		\$ 47,870	\$ 11,740	\$ 59,611
							FY 2010		\$ 9,426	\$ 3,379	\$ 12,805
							FY 2011		\$ 38,522	\$ 8,642	\$ 47,163
							TOTAL	\$ 107,007.00	\$ 106,631	\$ 31,436	\$ 138,067
City of Oceanside	Local government	300 North Coast Highway Oceanside, CA 92054	92054, 92056, 92057, 92508	Volunteer Driver Program	Operating	Volunteer driver program	FY 2009	\$ 16,500.00	\$ 750	\$ 6,251	\$ 7,001
							FY 2010		\$ 1,246	\$ 8,673	\$ 9,919
							FY 2011		\$ 11,995	\$ 6,155	\$ 18,151
							TOTAL	\$ 16,500.00	\$ 13,992	\$ 21,080	\$ 35,071
Senior Community Centers	Non-profit	-	-	-	Operating / Capital	Vehicle procurement, van shuttle	FY 2006	\$ 51,451.00	Project not completed; funds liquidated		
							TOTAL	\$ 67,951.00			

CYCLE 2

JARC (FY 2007-2009)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area / Route Length	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	28 mi	Route 30 Weekend Service	Operating	Fixed route connecting downtown San Diego, Old Town/Midway, Pacific Beach and University City.	FY 2007	\$ 370,008.00	\$ 370,008	\$ 92,502	\$ 462,510
							FY 2008	\$ 379,316.00	\$ 379,316	\$ 94,829	\$ 474,145
							FY 2009	\$ 388,633.00	\$ 388,633	\$ 97,158	\$ 485,791
							TOTAL	\$ 1,137,957.00	\$ 1,137,957	\$ 284,489	\$ 1,422,446
San Diego Association of Governments (SANDAG)	Municipal Planning Organization (MPO)	401 B. Street San Diego		RideLink	Capital	Convert 158 mechanical bike locker spaces to electronic, on-demand spaces	FY 2009	\$ -			
							FY 2010	\$ 168,000.00	\$ 124,388	\$ 31,097	\$ 155,485
							FY 2011	\$ -	\$ 43,612	\$ 10,903	\$ 54,515
							TOTAL	\$ 168,000.00	\$ 168,000	\$ 42,000	\$ 210,000
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	92025, 92026, 92027, 92029	Bus Stop Improvements	Capital	Improve 301 bus stops in Escondido	FY 2007	\$ 246,602.00	\$ 246,602	\$ 61,651	\$ 308,253
							FY 2008	\$ 536,328.00	\$ 536,328	\$ 134,082	\$ 670,410
							FY 2009	\$ -	\$ -	\$ -	\$ -
							TOTAL	\$ 782,930.00	\$ 782,930	\$ 195,733	\$ 978,663
NCTD	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	22 mi	SPRINTER Weekend Service	Operating	Increase weekend frequencies on SPRINTER, light rail connecting Oceanside and Escondido	FY 2007	\$ 156,375.00	\$ 156,375	\$ 39,094	\$ 195,469
							FY 2008	\$ 156,375.00	\$ 156,375	\$ 39,094	\$ 195,469
							FY 2009	\$ 156,375.00	\$ 156,375	\$ 39,094	\$ 195,469
							TOTAL	\$ 469,125.00	\$ 469,125	\$ 117,281	\$ 586,406
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	15.4 mi	Route 905	Operating	Fixed route connecting South Bay residential communities with the Otay Mesa job center	FY 2007	\$ 453,258.00	\$ 453,258	\$ 113,315	\$ 566,573
							FY 2008	\$ 98,396.00	\$ 98,396	\$ 24,599	\$ 122,995
							FY 2009	\$ 450,793.00	\$ 450,793	\$ 112,698	\$ 563,491
							TOTAL	\$ 1,002,447.00	\$ 1,002,447	\$ 250,612	\$ 1,253,059
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	20.8 mi	Route 960	Operating	Fixed route serving Southeastern San Diego, Mid-City, Kearny Mesa and University City	FY 2007	\$ 101,023.00	\$ 101,023	\$ 25,256	\$ 126,279
							FY 2008	\$ 101,401.00	\$ 101,401	\$ 25,350	\$ 126,751
							FY 2009	\$ 101,863.00	\$ 101,863	\$ 25,466	\$ 127,329
							TOTAL	\$ 304,287.00	\$ 304,287	\$ 76,072	\$ 380,359
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	MTS Service Area	HASTOP	Capital	Purchase of HASTOP module (for HASTUS software) to develop stop-specific posters for bus stops	FY 2007	\$ -			
							FY 2008	\$ -			
							FY 2009	\$ 62,832.00	\$ 62,832	\$ 15,708	\$ 78,540
							TOTAL	\$ 62,832.00	\$ 62,832	\$ 15,708	\$ 78,540

CYCLE 2 (continued)

New Freedom (FY 2007-2009)											
Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	NCTD Service Area	Mobility/Travel Training	Operating	Mobility Training, Travel Training	FY 2007	\$ 44,242.00	\$ 44,242	\$ 11,061	\$ 55,303
							FY 2008	\$ -			
							FY 2009	\$ -			
							TOTAL	\$ 44,242.00	\$ 44,242	\$ 11,061	\$ 55,303
City of Oceanside	Local government	300 North Coast Highway Oceanside, CA 92054	92054, 92056, 92057, 92508	Oceanside Senior Shuttle Program	Operating	Shuttle Service	FY 2007	\$ 23,300.00			
							FY 2008	\$ -			
							FY 2009	\$ -	\$ 23,177	\$ 43,110	\$ 66,288
							TOTAL	\$ 23,300.00	\$ 23,177	\$ 43,110	\$ 66,288
Jewish Family Services (JFS)	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92037, 92111, 92117, 92121, 92122	Volunteer Driver Transportation Service	Operating	Volunteer driver program for seniors and individuals with disabilities in the University Community area	FY 2009	\$ 41,811.00	\$ 28,500	\$ 28,500	\$ 57,000
							FY 2010	\$ -	\$ 13,312	\$ 13,312	\$ 26,623
							FY 2011	\$ -			
							TOTAL	\$ 41,811.00	\$ 41,812	\$ 41,812	\$ 83,623
City of La Mesa	Local government	8130 Allison Avenue La Mesa, CA 91942	91941, 91942	Rides4Neighbors	Operating	Volunteer driver program	FY 2009	\$ 76,500.00	\$ 32,551	\$ 33,324	\$ 65,875
							FY 2010	\$ 76,500.00	\$ 39,888	\$ 97,666	\$ 137,555
							FY 2011	\$ 76,500.00	\$ 96,446	\$ 161,025	\$ 257,471
							FY 2012		\$ 60,615	\$ 208,073	\$ 268,688
							TOTAL	\$ 229,500.00	\$ 229,500	\$ 500,089	\$ 729,588
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	92008, 92009, 92010, 92011, 92024, 92025, 92026, 92027, 92028, 92029, 92054, 92056, 92057, 92058, 92069, 92078, 92081, 92083, 92084, 92096	Mobility Management	Mobility Management	Regional Mobility Management Center	FY 2009	\$ 278,880.00	\$ 82,875	\$ 20,794	\$ 103,668
							FY 2010	\$ 278,880.00	\$ 107,593	\$ 47,108	\$ 154,702
							FY 2011	\$ 278,880.00	\$ 46,303	\$ 4,806	\$ 51,109
							FY 2012		\$ 262,536	\$ 38,207	\$ 300,743
							FY 2013		\$ 337,331	\$ 84,333	\$ 421,663
TOTAL	\$ 836,640.00	\$ 836,638	\$ 195,247	\$ 1,031,886							
All Congregations Together (ACT)	Non-profit	4970 Market Street San Diego, CA 92102	92101,92102, 92114, 92115, 92139, 91945, 91941, 91942, 91910, 91911, 91913, 91915, 92019, 92021, 92020	Community Linkage Transportation	Capital	Vehicle procurement	FY 2010	\$ 64,000.00	\$ 42,587	\$ 10,919	\$ 53,506
							FY 2011	\$ -			
							FY 2012	\$ -			
							TOTAL	\$ 64,000.00	\$ 42,587	\$ 10,919	\$ 53,506

CYCLE 3

New Freedom (FY 2008-2009)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
Accessible San Diego	Non-profit	P.O. Box 124526 San Diego, CA 92112	MTS Service Area	Accessible Tourism Transportation Information Network	Operating	Promotion, enhancement and facilitation of access transportation services	FY 2009	\$ -			
							FY 2010	\$ 132,960.00	\$ 112,758	\$ 77,440	\$ 190,197
							TOTAL	\$ 132,960.00	\$ 112,758	\$ 77,440	\$ 190,197
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	92008, 92009, 92010, 92011, 92024, 92025, 92026, 92027, 92028, 92029, 92054, 92056, 92057, 92058, 92069, 92078, 92081, 92083, 92084, 92096	Mobility Management Center	Mobility Management	Call center	FY 2011	\$ 212,315.00	\$ 105,980	\$ 29,943	\$ 135,924
							FY 2012	\$ 287,521.00	\$ 54,405	\$ 11,886	\$ 66,291
							TOTAL	\$ 499,836.00	\$ 160,386	\$ 41,829	\$ 202,214
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92037, 92111, 92117, 92121, 92122	Volunteer Driver Program	Operating	Volunteer driver program in North County Inland and University Community areas	FY 2010	\$ 47,097.00	\$ 29,643	\$ 29,643	\$ 59,286
							FY 2011	\$ -	\$ 17,453	\$ 21,046	\$ 38,499
							TOTAL	\$ 47,097.00	\$ 47,096	\$ 50,689	\$ 97,785
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	NCTD Service Area	Bus Stop Accessibility	Capital / Mobility Management	Development of bus-stop data base with accessibility information; travel training; and development of a web-based trip- planning tool	FY 2008	\$ 70,400.00	\$ 70,400	\$ 17,600	\$ 88,000
							FY 2009	\$ 76,378.00	\$ 76,378	\$ 19,095	\$ 95,473
							TOTAL	\$ 146,778.00	\$ 146,778	\$ 36,695	\$ 183,473
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	NCTD Service Area	Mobility/Travel Training	Mobility Management	Mobility Training, Travel Training	FY 2008	\$ 161,897.00	\$ 161,897	\$ 40,474	\$ 202,371
							FY 2009	\$ 172,433.00	\$ 172,433	\$ 43,108	\$ 215,541
							TOTAL	\$ 334,330.00	\$ 334,330	\$ 83,583	\$ 417,913
Southwest Community College District	Academic Institution	900 Otay Lakes Road Chula Vista, CA 91910	91910	Vehicle Procurement	Capital	Vehicle procurement	FY 2011	\$ 40,000.00	\$ 40,000	\$ 16,277	\$ 56,277
							FY 2012	\$ -			
							TOTAL	\$ 40,000.00	\$ 40,000	\$ 16,277	\$ 56,277

CYCLE 3 (continued)

Senior Mini-Grant (FY 2009-2011)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
ACT	Non-profit	4970 Market Street San Diego, CA 92102	92101,92102, 92114, 92115, 92139, 91945, 91941, 91942, 91910, 91911, 91913, 91915, 92019, 92021, 92020	ComLink Transportation	Operating	Shuttle service	FY 2009	\$ 158,877.00	\$ 16,534	\$ 8,877	\$ 25,411
							FY 2010	\$ 174,783.00	\$ 113,901	\$ 29,051	\$ 142,952
							FY 2011	\$ 187,073.00	\$ 115,234	\$ 36,749	\$ 151,982
							FY 2012	\$ -	\$ 144,093	\$ 31,487	\$ 175,580
							TOTAL	\$ 520,733.00	\$ 389,762	\$ 106,163	\$ 495,925
Alpha Project for the Homeless	Non-profit	3737 5th Avenue #203 San Diego, CA 92103	92025, 92026, 92027, 92029, 92054, 92056, 92057, 92058, 92101	Senior Transportation Program	Operating	Shuttle service for homeless and low-income seniors living in downtown San Diego and for low-income seniors in Escondido and Oceanside	FY 2009	\$ 195,806.00	\$ 11,814	\$ 2,954	\$ 14,768
							FY 2010	\$ 195,806.00	\$ 182,881	\$ 45,720	\$ 228,602
							FY 2011	\$ 195,806.00	\$ 235,114	\$ 58,879	\$ 293,992
							FY 2012	\$ -	\$ 157,608	\$ 75,373	\$ 232,981
							TOTAL	\$ 587,418.00	\$ 587,417	\$ 182,926	\$ 770,343
City of La Mesa	Local government	8130 Allison Avenue La Mesa, CA 91942	91941, 91942	Rides4Neighbors	Operating	Volunteer driver program	FY 2009	\$ 80,000.00	\$ 9,289	\$ 55,061	\$ 64,349
							FY 2010	\$ 80,000.00	\$ 29,753	\$ 135,721	\$ 165,475
							FY 2011	\$ 80,000.00	\$ 97,198	\$ 111,003	\$ 208,201
							FY 2012	\$ -	\$ 103,760	\$ 228,235	\$ 331,996
							TOTAL	\$ 240,000.00	\$ 240,000	\$ 530,020	\$ 770,020
City of Oceanside	Local government	300 North Coast Highway Oceanside, CA 92054	92054, 92056, 92057, 92058	Solutions for Seniors on the Go	Operating	Taxi voucher program, door-to-door shuttle program, door-through-door volunteer driver program	FY 2010	\$ 105,456.00	\$ 63,150	\$ 56,391	\$ 119,541
							FY 2011	\$ 234,131.00	\$ 177,150	\$ 67,738	\$ 244,889
							FY 2012	\$ 299,328.00	\$ 217,892	\$ 94,115	\$ 312,007
							FY 2013	\$ -	\$ 178,966	\$ 108,792	\$ 287,758
							TOTAL	\$ 638,915.00	\$ 637,158	\$ 327,037	\$ 964,195
City of Vista	Local government	200 Civic Center Drive Vista, CA 92084	92081, 92083, 92084	Out & About Vista	Operating	Door-to-door shuttle program, volunteer driver program	FY 2009	\$ 76,464.00	\$ -	\$ -	\$ -
							FY 2010	\$ -	\$ 75,848	\$ 26,418	\$ 102,266
							FY 2011	\$ -	\$ -	\$ -	\$ -
							TOTAL	\$ 76,464.00	\$ 75,848	\$ 26,418	\$ 102,266
ElderHelp	Non-profit	4069 30th Street San Diego, CA 92104	92102, 92104, 92105, 92115, 92116	ElderHelp of San Diego Volunteer Driver Program	Operating	Volunteer driver program for low-income seniors in the mid-city area	FY 2009	\$ 117,421.00	\$ 45,490	\$ 11,929	\$ 57,419
							FY 2010	\$ 111,110.00	\$ 100,105	\$ 24,992	\$ 125,096
							FY 2011	\$ 117,406.00	\$ 84,287	\$ 20,916	\$ 105,203
							FY 2012	\$ -	\$ 45,661	\$ 11,393	\$ 57,055
							TOTAL	\$ 345,937.00	\$ 275,542	\$ 69,230	\$ 344,773
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	92008, 92009, 92010, 92011, 92024, 92025, 92026, 92027, 92028, 92029, 92054, 92056, 92057, 92058, 92069, 92078, 92081, 92083, 92084, 92096	Senior Ride Reimbursement	Operating	Ride reimbursement	FY 2011	\$ 24,000.00	\$ 8,748	\$ 2,187	\$ 10,935
							FY 2012	\$ 42,240.00	\$ 3,456	\$ 864	\$ 4,320
							FY 2013	\$ 59,040.00	\$ 47,567	\$ 11,892	\$ 59,459
							TOTAL	\$ 125,280.00	\$ 59,771	\$ 14,943	\$ 74,714
International Transportation Network (ITN) San Diego	Non-profit	4305 University Avenue, Suite 110 San Diego, CA 92105	92108, 92109, 92037, 92064, 92071, 92111, 92121, 92117, 92122, 92123, 92124, 92126, 92131	ITN San Diego Volunteer Driver Program	Operating	Volunteer/paid driver program	FY 2009	\$ 75,000.00	\$ 27,780	\$ 6,945	\$ 34,725
							FY 2010	\$ -	\$ 47,220	\$ 12,623	\$ 59,843
							FY 2011	\$ -	\$ -	\$ -	\$ -
							TOTAL	\$ 75,000.00	\$ 75,000	\$ 19,568	\$ 94,568

CYCLE 3 (continued)

Senior Mini-Grant (FY 2009-2011)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92037, 92064, 92111, 92117, 92121, 92122, 92126, 92127, 92129, 92130, 92131	Rides & Smiles	Operating	Volunteer driver program for seniors in North County Inland areas including Carmel Mountain Ranch and Mira Mesa	FY 2009	\$ 72,942.00	\$ 32,590	\$ 8,148	\$ 40,738
							FY 2010	\$ 76,469.00	\$ 78,588	\$ 49,016	\$ 127,603
							FY 2011	\$ 79,363.00	\$ 77,915	\$ 56,693	\$ 134,608
							FY 2012		\$ 39,682	\$ 34,718	\$ 74,400
							TOTAL	\$ 228,774.00	\$ 228,774	\$ 148,575	\$ 377,349
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	NCTD Service Area	Mobility/Travel Training	Operating	Mobility Training, Travel Training	FY 2009	\$ 116,483.00	\$ 29,199	\$ 7,300	\$ 36,499
							FY 2010	\$ 40,474.00	\$ 68,408	\$ 46,093	\$ 114,501
							FY 2011	\$ 43,108.00	\$ 35,408	\$ 104,185	\$ 139,593
							FY 2012		\$ 5,898	\$ 18,729	\$ 24,627
							FY 2013		\$ 22,187	\$ 31,479	\$ 53,666
							FY 2014		\$ 9,044	\$ 36,177	\$ 45,222
TOTAL	\$ 200,065.00	\$ 170,145	\$ 243,964	\$ 414,109							
Peninsula Shepherd Senior Center	Non-profit	1475 Catalina Boulevard San Diego, CA 92107	92106, 92107, 92110	Volunteer driver program, shuttle service	Operating	Door-through-door volunteer driver program, weekly shopping shuttle service, update senior transportation option brochure	FY 2009	\$ 42,144.00	\$ 2,776	\$ 1,043	\$ 3,819
							FY 2010	\$ 43,877.00	\$ 40,531	\$ 13,016	\$ 53,547
							FY 2011	\$ 45,680.00	\$ 43,236	\$ 14,704	\$ 57,940
							FY 2012		\$ 32,139	\$ 9,593	\$ 41,732
							TOTAL	\$ 131,701.00	\$ 118,683	\$ 38,356	\$ 157,039
Redwood Elderlink	Non-profit	1151 S. Redwood Street Escondido, CA 92025	92025, 92026, 92027, 92029	Out & About	Operating	Shuttle service providing seniors in Escondido with medical and shopping related trips	FY 2009	\$ 52,003.00	\$ 9,279	\$ 3,972	\$ 13,251
							FY 2010	\$ 52,003.00	\$ 51,247	\$ 29,834	\$ 81,081
							FY 2011	\$ 52,003.00	\$ 56,481	\$ 44,789	\$ 101,270
							FY 2012		\$ 39,002	\$ 36,538	\$ 75,541
							TOTAL	\$ 156,009.00	\$ 156,009	\$ 115,133	\$ 271,142
Senior Community Center	Non-profit	-	-	-	Capital / Operating	Vehicle procurement, shuttle service	FY 2009	\$ 57,600.00	Project not completed; funds liquidated		
							FY 2010	\$ -			
							FY 2011	\$ -			
							TOTAL	\$ 57,600.00			
Travelers Aid Society	Non-profit	110 W. C Street, Suite 1209 San Diego, CA 92101	92101, 92102	SenioRide	Operating	Taxi voucher program, volunteer driver program, ride-sharing program	FY 2009	\$ 94,361.00	\$ 6,550	\$ 1,637	\$ 8,187
							FY 2010	\$ 97,440.00	\$ 39,577	\$ 13,647	\$ 53,224
							FY 2011	\$ 98,498.00	\$ 95,625	\$ 28,609	\$ 124,234
							FY 2012		\$ 70,662	\$ 18,136	\$ 88,798
							TOTAL	\$ 290,299.00	\$ 212,414	\$ 62,028	\$ 274,442

CYCLE 4

JARC (FY 2009)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area / Route Length	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	15.4 mi	Route 905	Operating	Fixed route connecting South Bay residential communities with the Otay Mesa job center	FY 2009	\$ 153,843.00	\$ 153,843	\$ 38,461	\$ 192,304
							TOTAL	\$ 153,843.00	\$ 153,843	\$ 38,461	\$ 192,304
ACT	Non-profit	4970 Market Street San Diego, CA 92102	-	ComLink Transportation	Operating	Shuttle service	FY 2009	\$ 60,000.00	Project not completed; funds liquidated		
							TOTAL	\$ 60,000.00			
International Rescue Committee (IRC)	Non-profit	5348 University Avenue, Ste 205 San Diego, CA 921053	91941, 91942, 92019, 92021, 92020, 92071, 92072, 92105, 92115	Employment Transportation for Refugees	Operating	One-on-one route planning and accompanied educational bus and trolley trips for refugees	FY 2009	\$ 60,101.00	\$ 29,422	\$ 10,756	\$ 40,177
							FY 2010		\$ 30,679	\$ 14,283	\$ 44,963
							TOTAL	\$ 60,101.00	\$ 60,101	\$ 25,039	\$ 85,140
St. Madeleine Sophie's Center	Non-profit	2119 East Madison Avenue El Cajon, CA 92019	91942, 91935, 91978, 91945, 91977, 91941, 91950, 91901, 92040, 92071, 92120, 92020, 92119, 92019, 92116, 92110, 92117, 92021, 92115, 92105, 92139, 92119, 92041, 92044, 92114, 92103, 92104, 92107, 92106	Expansion of Transportation Services	Operating	Expand transportation services for adults with disabilities who are employed or are seeking employment	FY 2009	\$ 20,742.63	\$ 20,743	\$ 20,743	\$ 41,485
							TOTAL	\$ 20,742.63	\$ 20,743	\$ 20,743	\$ 41,485
St. Madeleine Sophie's Center	Non-profit	2119 East Madison Avenue El Cajon, CA 92019	91942, 91935, 91978, 91945, 91977, 91941, 91950, 91901, 92040, 92071, 92120, 92020, 92119, 92019, 92116, 92110, 92117, 92021, 92115, 92105, 92139, 92119, 92041, 92044, 92114, 92103, 92104, 92107, 92106	Expansion of Mobility Management Training Services	Mobility Management	Mobility management training for adults with disabilities who are employed or are seeking employment	FY 2009	\$ 16,066.40	\$ 16,066	\$ 4,017	\$ 20,083
							TOTAL	\$ 16,066.40	\$ 16,066	\$ 4,017	\$ 20,083
St. Madeleine Sophie's Center	Non-profit	2119 East Madison Avenue El Cajon, CA 92019	91942, 91935, 91978, 91945, 91977, 91941, 91950, 91901, 92040, 92071, 92120, 92020, 92119, 92019, 92116, 92110, 92117, 92021, 92115, 92105, 92139, 92119, 92041, 92044, 92114, 92103, 92104, 92107, 92106	Capital Equipment & Vehicle Procurement	Capital	Vehicle procurement, Laptop, Printer	FY 2009	\$ 88,752.52	\$ 88,629	\$ 22,157	\$ 110,787
							TOTAL	\$ 88,752.52	\$ 88,629	\$ 22,157	\$ 110,787
Alpha Project for the Homeless	Non-profit	3737 5th Avenue #203 San Diego, CA 92103	92025, 92026, 92027, 92029, 92054, 92056, 92057, 92058, 92101	Casa Raphael Transportation Services	Operating	Expand transportation services to residents of Casa Raphael, a residential substance abuse treatment program providing employment assistance programs	FY 2012	\$ 103,648.50	\$ 103,649	\$ 127,467	\$ 231,115
							TOTAL	\$ 103,648.50	\$ 103,649	\$ 127,467	\$ 231,115

CYCLE 5

JARC (FY 2010)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area / Route Length	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	15.4 mi	Route 905	Operating	Fixed route connecting South Bay residential communities with the Otay Mesa job center	FY 2010	\$ 277,303.00	\$ 277,303	\$ 69,326	\$ 346,629
							TOTAL	\$ 277,303.00	\$ 277,303	\$ 69,326	\$ 346,629
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	20.8 mi	Route 960	Operating	Fixed route serving Southeastern San Diego, Mid-City, Kearny Mesa and University City	FY 2010	\$ 160,820.00	\$ 160,820	\$ 40,205	\$ 201,025
							TOTAL	\$ 160,820.00	\$ 160,820	\$ 40,205	\$ 201,025
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	28 mi	Route 30 Weekend Service	Operating	Fixed route connecting downtown San Diego, Old Town/Midway, Pacific Beach and University City	FY 2010	\$ 406,674.00	\$ 406,674	\$ 101,669	\$ 508,343
							TOTAL	\$ 406,674.00	\$ 406,674	\$ 101,669	\$ 508,343
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	10 mi / 10.4 mi	Valley Parkway (Route 355/357)	Operating	Increase peak bus frequency on Valley Parkway in Escondido	FY 2010	\$ 42,484.00	\$ 42,484	\$ 10,621	\$ 53,105
							TOTAL	\$ 42,484.00	\$ 42,484	\$ 10,621	\$ 53,105
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	10 mi / 10.4 mi	El Norte Parkway (Route 355/357)	Operating	New bus service on El Norte Parkway, east of Broadway, in Escondido	FY 2010	\$ 87,243.00	\$ 87,243	\$ 21,811	\$ 109,054
							TOTAL	\$ 87,243.00	\$ 87,243	\$ 21,811	\$ 109,054
St. Madeleine Sophie's Center	Non-profit	2119 East Madison Avenue El Cajon, CA 92019	-	Vehicle Procurement and other equipment	Capital	Vehicle procurement, two-way radios and printer	FY 2010	\$ 91,098.00	Procurement in process		
							TOTAL	\$ 91,098.00			
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	8.8 mi / 8.9 mi	Route 351/352	Operating	Increase bus headways serving commuters in the Mission Park area of Escondido	FY 2010	\$ 216,139.00	\$ 216,139	\$ 54,035	\$ 270,174
							TOTAL	\$ 216,139.00	\$ 216,139	\$ 54,035	\$ 270,174
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	22 mi	SPRINTER Weekend Service	Operating	Increase weekend frequencies on SPRINTER, light rail connecting Oceanside and Escondido	FY 2010	\$ 107,106.00	\$ 107,106	\$ 26,777	\$ 133,883
							TOTAL	\$ 107,106.00	\$ 107,106	\$ 26,777	\$ 133,883
IRC	Non-profit	5348 University Avenue, Ste 205 San Diego, CA 921053	91941, 91942, 92019, 92021, 92020, 92071, 92072, 92105, 92115	Work Commute Options Program (WCOP)	Operating	Classroom training, one-on-one assistance, accompanied educational bus trips, auto loan and ride-sharing program	FY 2012	\$ 78,036.00	\$ -	\$ 13,622	\$ 13,622
							FY 2013		\$ 64,159	\$ 65,195	\$ 129,355
							FY 2014		\$ 13,877	\$ -	\$ 13,877
							TOTAL	\$ 78,036.00	\$ 78,036	\$ 78,817	\$ 156,853
IRC	Non-profit	5348 University Avenue, Ste 205 San Diego, CA 921053	91941, 91942, 92019, 92021, 92020, 92071, 92072, 92105, 92115	Work Commute Options Program (WCOP)	Mobility Management	Classroom training, one-on-one assistance, accompanied educational bus trips, auto loan and ride-sharing program	FY 2012	\$ 65,702.00	\$ 13,244	\$ 6,741.10	19985.3
							FY 2013		\$ 52,451	\$ 13,167	\$ 65,618
							TOTAL	\$ 65,702.00	\$ 65,695	\$ 19,908	\$ 85,604
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	12.5 mi	Medical Jobs Shuttle (Route 353)	Operating	Shuttle connecting Nordahl and Escondido SPRINTER stations with jobs at Palomar Hospital, Palomar Pomerado Hospital and other medical sites	FY 2010	\$ 151,215.00	\$ 151,215	\$ 37,804	\$ 189,019
							TOTAL	\$ 151,215.00	\$ 151,215	\$ 37,804	\$ 189,019
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	14.5 mi	Route 302	Operating	Fixed route servicing Oceanside, Vista, San Marcos and Escondido	FY 2010	\$ 96,709.00	\$ 96,709	\$ 24,177	\$ 120,886
							TOTAL	\$ 96,709.00	\$ 96,709	\$ 24,177	\$ 120,886

CYCLE 5 (continued)

New Freedom (FY 2010)											
Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92037, 9211, 92117, 92121, 92122, 92130	Rides&Smiles	Operating	Volunteer driver program	FY 2012	\$ 89,855.00	\$ 36,858	\$ 36,858	73716.44
							FY 2013		\$ 52,997	\$ 52,997	105,994
							TOTAL	\$ 89,855.00	\$ 89,855	\$ 89,855	179,710
City of La Mesa	Local government	8130 Allison Avenue La Mesa, CA 91942	91901, 91941, 91942, 91945, 91977, 91978, 92019, 92020, 92021, 92040	Rides4Neighbors	Operating	Volunteer driver program	FY 2010	\$ 116,462.00	Combined with FY2011 Award		
							TOTAL	\$ 116,462.00			
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	91902, 91910-11, 91913-15, 91932, 91941-42, 91950, 91977-78, 92003, 92007-11, 92014, 92019-29, 92037, 92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	MedAccessRide	Mobility Management	Improvements to ride scheduling center	FY 2010	\$ 224,000.00	Combined with FY2011 Award		
							TOTAL	\$ 224,000.00			
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	MedAccessRide	Capital	Vehicle procurement	FY 2010	\$ 36,000.00	Combined with FY2011 Award		
							TOTAL	\$ 36,000.00			
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	MedRide	Operating	Transportation to seniors for accessing non-emergency medical services	FY 2013	\$ 100,000.00	\$ 20,447	\$ 81,789	102236.74
							FY 2014		\$ 26,031	\$ 104,122	130,153
							TOTAL	\$ 100,000.00	\$ 46,478	\$ 185,912	232,389
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	14.8 mi	Medical Transport for Veterans and Active Military (Route 315)	Operating	Increase access to key destination for disabled veterans and active duty service members seeking medical care	FY 2010	\$ 189,707.00	\$ 189,707	\$ 189,707	379,414
							TOTAL	\$ 189,707.00	\$ 189,707	\$ 189,707	379,414
Yellow Cab	Private	3473 Kurtz Street San Diego, CA 92110	92008, 92009, 92010, 92011, 92025, 92026, 92027, 92029, 92054, 92056, 92057, 92058, 92069, 92078, 92081, 92083, 92084, 92096	Vehicle procurement	Capital	Procure four accessible taxicab vehicles	FY 2010	\$ 149,689.00	\$ 138,808	\$ 34,702	173,510
							TOTAL	\$ 149,689.00	\$ 138,808	\$ 34,702	173,510
Renewing Life	Non-profit	392 Delaware Street Imperial Beach, CA 91932	91910, 91911, 91913, 91914, 91915, 91932, 91950, 92118, 92139, 92135, 92154, 92173	Door-through-Door Specialized Transportation Operating Project	Operating	Door-through-door transportation service to low- income, disabled and senior residents in South Bay	FY 2012	\$ 50,000.00	\$ 1,259	\$ 1,364	2622.5
							FY 2013		\$ 31,255	\$ 32,402	63,657
							TOTAL	\$ 50,000.00	\$ 32,514	\$ 33,765	66,279
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	NCTD Service Area	Mobility/Travel Training program	Operating	Mobility Training, Travel Training	FY 2010	\$ 36,183.00	\$ 36,183	\$ 36,183	72,366
							TOTAL	\$ 36,183.00	\$ 36,183	\$ 36,183	72,366

CYCLE 5 (continued)

Senior Mini-Grant (FY 2012-2013)											
Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
City of Vista	Local government	200 Civic Center Drive Vista, CA 92084	92081, 92083, 92084	Out & About	Operating	Senior shuttle service, volunteer mileage reimbursement service, taxi voucher	FY 2012	\$ 95,912.00	\$ 13,246	\$ 3,311	\$ 16,557
							FY 2013	\$ 99,025.00	\$ 88,186	\$ 22,047	\$ 110,233
							FY 2014		\$ 21,982	\$ 5,496	\$ 27,478
							TOTAL	\$ 194,937.00	\$ 123,414	\$ 30,854	\$ 154,268
Travelers Aid Society	Non-profit	925 B Street, Suite 204 San Diego, CA 92101	92101, 92102	SenioRide	Operating	Taxi voucher program, door-to-door service reimbursement, volunteer driver program	FY 2012	\$ 108,981.00	\$ 22,332	\$ 6,587	\$ 28,919
							FY 2013	\$ 111,315.00	\$ 95,364	\$ 23,193	\$ 118,557
							FY 2014		\$ 63,172	\$ 15,824	\$ 78,997
							TOTAL	\$ 220,296.00	\$ 180,869	\$ 45,605	\$ 226,473
ElderHelp	Non-profit	4069 30th Street San Diego, CA 92104	91977, 92037, 92040, 92041, 92042, 92043, 92044, 92045, 92071, 92101, 92102, 92103, 92105, 92106, 92107, 92108, 92109, 92110, 92111, 92113, 92114, 92115, 92116, 92117, 92118, 92119, 92120, 92122, 92123, 92124	Seniors A-Go-Go	Operating	Volunteer driver program, hire Transportation Coordinator, Volunteer Recruiter and bus driver	FY 2012	\$ 98,936.00	\$ 35,295	\$ 8,827	\$ 44,122
							FY 2013	\$ 97,280.00	\$ 69,806	\$ 19,336	\$ 89,142
							FY 2014		\$ 54,780	\$ 11,796	\$ 66,577
							TOTAL	\$ 196,216.00	\$ 159,882	\$ 39,959	\$ 199,841
City of Oceanside	Local government	300 North Coast Highway Oceanside, CA 92054	92008, 92009, 92010, 92011, 92054, 92056, 92057, 92058, 92081, 92083, 92084	Solutions for Seniors on the Go	Operating	Taxi voucher program, door-to-door shuttle program, door-through-door volunteer driver program	FY 2014	\$ 198,300.00	\$ 61,127	\$ 25,735	\$ 86,862
							FY 2015	\$ -			
							TOTAL	\$ 198,300.00	\$ 61,127	\$ 25,735	\$ 86,862
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	91941, 91942, 92064, 92115, 92119, 92120, 92124, 92126, 92127, 92128, 92129, 92131	Rides&Smiles	Operating	Volunteer driver program for seniors in North County Inland, College and Tierrasanta areas	FY 2012	\$ 184,590.00	\$ 97,907	\$ 24,476	\$ 122,383
							FY 2013	\$ 196,160.00	\$ 217,578	\$ 54,395	\$ 271,973
							FY 2014		\$ 65,265	\$ 16,316	\$ 81,582
							TOTAL	\$ 380,750.00	\$ 380,750	\$ 95,187	\$ 475,937
City of La Mesa	Local government	8130 Allison Avenue La Mesa, CA 91942	91901, 91941, 91942, 91945, 91977, 91978, 92019, 92020, 92021, 92040	Rides4Neighbors	Operating	Volunteer driver program, expand to include communities east of La Mesa (El Cajon, Santee, Lakeside, Alpine, Lemon Grove and Spring Valley)	FY 2013	\$ 116,462.00	\$ 184,186	\$ 211,485	\$ 395,671
							FY 2014	\$ 173,838.00	\$ 23,743	\$ 5,936	\$ 29,679
							TOTAL	\$ 290,300.00	\$ 207,930	\$ 217,420	\$ 425,350

CYCLE 5 (continued)

Senior Mini-Grant (FY 2012-2013)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	91902, 91910-11, 91913-15, 91932, 91941-42, 91950, 91977-78, 92003, 92007-11, 92014, 92019-29, 92037, 92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	MedRide	Operating	Transportation to seniors for accessing non-emergency medical services	FY 2013	\$ 200,000.00	\$ 81,789	\$ 20,447	\$ 102,237
							FY 2014	\$ 200,000.00	\$ 104,122	\$ 26,031	\$ 130,153
							TOTAL	\$ 400,000.00	\$ 185,912	\$ 46,478	\$ 232,389
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	MedAccessRide	Mobility Management	Increase outreach to transportation providers, loan vehicle to a transportation provider to provide trips for individuals that call FACT	FY 2012	\$ -			
							FY 2013	\$ 56,000.00	\$ 14,359	\$ 57,437	\$ 71,797
							FY 2014		\$ 40,860	\$ 163,439	\$ 204,298
TOTAL	\$ 56,000.00	\$ 55,219	\$ 220,876	\$ 276,095							
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	MedAccessRide	Capital	Vehicle procurement	FY 2012	\$ 9,000.00	\$ 9,000	\$ 1,800	\$ 10,800
							FY 2013	\$ -			
							TOTAL	\$ 9,000.00	\$ 9,000	\$ 1,800	\$ 10,800
Friends of Adult Day Health Care	Non-profit	4506 Nebo Drive La Mesa, CA 91941	92064, 92065, 92126, 92127, 92128, 92129, 92130, 92131	TransMed for Seniors	Operating	Contract with Poway Adult Day Health Care Center to provide seniors with medical trips	FY 2013	\$ 103,974.00	\$ 55,306	\$ 27,634	\$ 82,940
							FY 2014	\$ 120,054.00	\$ 60,871	\$ 19,257	\$ 80,128
							TOTAL	\$ 224,028.00	\$ 116,178	\$ 46,891	\$ 163,069
Redwood Senior Homes & Services	Non-profit	1151 S. Redwood Street Escondido, CA 92025	92025, 92026, 92027, 92029	Out & About Medical and Shopping Shuttle	Operating	Fixed weekly shopping shuttle and transportation to non- emergency medical appointments	FY 2012	\$ 10,870.00	\$ 10,810	\$ 2,708	\$ 13,518
							FY 2013	\$ 86,038.00	\$ 86,038	\$ 21,510	\$ 107,548
							TOTAL	\$ 96,908.00	\$ 96,848	\$ 24,218	\$ 121,066
Redwood Senior Homes & Services	Non-profit	1151 S. Redwood Street Escondido, CA 92025	92025, 92026, 92027, 92029	Senior Nutrition Program	Operating	Transportation for frail seniors to the Joslyn Senior Center Monday through Friday for lunch	FY 2012	\$ -			
							FY 2013	\$ 29,700.00	\$ 14,850	\$ 61,850	\$ 76,700
							FY 2014		\$ 7,425	\$ 30,925	\$ 38,350
TOTAL	\$ 29,700.00	\$ 22,275	\$ 92,775	\$ 115,050							
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	NCTD Service Area	Mobility/Travel Training program	Operating	Mobility Training, Travel Training	FY 2012	\$ -			
							FY 2013	\$ 21,984.00	\$ 18,087	\$ 18,087	\$ 36,174
							TOTAL	\$ 21,984.00	\$ 18,087	\$ 18,087	\$ 36,174

CYCLE 6

JARC (FY 2011)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area / Route Length	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	11.7 mi	Route 932	Operating	Fixed route express service connecting residential and employment areas of San Ysidro, Imperial Beach, Otay Mesa-Nestor, Chula Vista and National City	FY 2011	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000
							TOTAL	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	11.3 mi	Route 955	Operating	Fixed route connecting residential and employment areas of National City, Southeastern San Diego, Encanto, City Heights and the College area	FY 2011	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000
							TOTAL	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	15.4 mi	Route 929	Operating	Fixed route express service connecting residential and employment areas of San Ysidro, Otay Mesa-Nestor, Chula Vista, National City, 32nd Street Naval Station, Southeastern San Diego, Barrio Logan and Downtown San Diego	FY2011	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000
							TOTAL	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	5.2 mi / 5.5 mi	Route 967 / 968	Operating	Fixed route circular service throughout National City , Encanto and Skyline/Paradise Hills	FY 2011	\$ 192,428.00	\$ 192,428	\$ 192,428	\$ 384,856
							TOTAL	\$ 192,428.00	\$ 192,428	\$ 192,428	\$ 384,856
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	15.4 mi	Route 905	Operating	Fixed route connecting residential and employment areas of Chula Vista, Imperial Beach, San Diego, San Ysidro, Otay Mesa and Otay Mesa-Nestor	FY 2011	\$ 190,585.00	\$ 190,585	\$ 190,585	\$ 381,170
							TOTAL	\$ 190,585.00	\$ 190,585	\$ 190,585	\$ 381,170
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	20.8 mi	Route 960	Operating	Fixed route express service connecting residential areas of Southeastern San Diego and City Heights to jobs in Kearny Mesa and University City	FY 2011	\$ 157,187.00	\$ 157,187	\$ 157,187	\$ 314,374
							TOTAL	\$ 157,187.00	\$ 157,187	\$ 157,187	\$ 314,374
St. Madeleine Sophie's Center	Non-profit	2119 East Madison Avenue El Cajon, CA 92019		Vehicle procurement	Capital	Vehicle procurement	FY 2011	\$ 152,800.00	Active		
							TOTAL	\$ 152,800.00			
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	12.5 mi	Medical Jobs Shuttle (Route 353)	Operating	Shuttle connecting Nordahl and Escondido SPRINTER stations with jobs at Palomar Hospital, Palomar Pomerado Hospital and other medical sites	FY 2011	\$ 193,938.00	\$ 193,938	\$ 193,938	\$ 387,876
							TOTAL	\$ 193,938.00	\$ 193,938	\$ 193,938	\$ 387,876
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	11.3 mi	Route 332	Operating	Fixed route servicing Vista Business Park	FY 2011	\$ 126,574.00	\$ 126,574	\$ 126,574	\$ 253,148
							TOTAL	\$ 126,574.00	\$ 126,574	\$ 126,574	\$ 253,148

CYCLE 6 (continued)

New Freedom (FY 2011)												
Organization		Location		Project			Funding					
Name	Type	Address	Service Area / Route Length	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount	
Peninsula Shepherd Center	Non-profit	1475 Catalina Boulevard San Diego, CA 92107	92106, 92107, 92110	Out and About Peninsula	Operating	Volunteer/escort service and door-through-door shopping van service to disabled seniors living in Point Loma, Ocean Beach and Midway/Sports Arena	FY 2011	42377	42377	42377	\$ 89,543	
							FY 2012	47167	47167	47167		
							TOTAL	\$ 89,543.00	\$ 89,543	\$ 89,543		
City of La Mesa	Local government	8130 Allison Avenue La Mesa, CA 91942	91901, 91941, 91942, 91945, 91977, 91978, 92019, 92020, 92021, 92040	Rides4Neighbors	Operating	Volunteer driver program, taxi voucher program, shopping shuttles and travel training	FY 2012	\$ 116,462.00	\$ 68,070	\$ 43,706	\$ 111,776	
							FY 2013	\$ 62,563.00	\$ 99,716	\$ 295,955	\$ 395,671	
							FY 2014		\$ 5,936	\$ 23,743	\$ 29,679	
							TOTAL	\$ 179,025.00	\$ 173,721	\$ 363,405	\$ 537,126	
San Ysidro Health Center	Non-profit	4004 Beyer Boulevard San Ysidro, CA 92173	91902, 91910, 91911, 91913, 91932, 91950, 92102, 92113, 92114, 92139, 92154, 92173	Transportation Operations Program	Operating	Contracted shuttle transit service with City Link Transportation for disabled patients living in South and Southeastern San Diego	FY 2013	\$ 45,500.00	\$ 5,319	\$ 16,863	22182.3	
							FY 2014		\$ 25,671	\$ 20,434	\$ 46,105	
							TOTAL	\$ 45,500.00	\$ 30,990	\$ 37,298	\$ 68,288	
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	14.8 mi	Medical Transport for Veterans and Active Military (Route 315)	Operating	Expands fixed route service to include access to the Wounded Warrior Center and Navy Hospital on Camp Pendleton and the Veterans Administration Clinic in Oceanside	FY 2011	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000	
							TOTAL	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000	
San Marcos Senior Center (City of San Marcos)	Local government	110 W. Richmar Avenue San Marcos, CA 92069	92069, 92078, 92096	On the Move	Operating	Senior taxi voucher program	FY 2013	\$ 35,000.00	\$ 35,000	\$ 35,000	\$ 70,000	
							TOTAL	\$ 35,000.00	\$ 35,000	\$ 35,000	\$ 70,000	
ITN San Diego	Non-profit	4305 University Avenue, Ste 110 San Diego, CA 92105	92101, 92103, 92109, 92115, 92116, 92120	ITN San Diego Volunteer Driver Program	Operating	Volunteer driver program	FY 2011	\$ 82,500.00	\$ 79,655.22	79,655.22	\$ 159,310	
							TOTAL	\$ 82,500.00	\$ 79,655.22	\$ 79,655.22	\$ 159,310	
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	91902, 91910-11, 91913-15, 91932, 91941-42, 91950, 91977-78, 92003, 92007-11, 92014, 92019-29, 92037, 92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083-84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	Mobility Management	Mobility Management	Mobility management services	FY 2010	\$ 224,000.00				
							FY 2011	\$ 160,000.00	179,523.00	\$ 179,523	\$ 359,046	
							TOTAL	\$ 384,000.00	\$ 179,523	\$ 179,523	\$ 359,046	
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	92069, 92071, 92075, 92078, 92081, 92083-84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	MedAccessRide	Capital	Vehicle procurement	FY 2010	\$ 36,000.00	Active - combined with Cycle 5			
							FY 2011	\$ 112,707.00				
							TOTAL	\$ 148,707.00				
Renewing Life	Non-profit	392 Delaware Street Imperial Beach, CA 91932	91910, 91911, 91913, 91914, 91915, 91932, 91950, 92118, 92139, 92135, 92154, 92173	Door-through-Door Specialized Transportation Operating Project	Operating	Door-through-door transportation service to low-income, disabled and senior residents in South Bay	FY 2013	\$ 60,000.00	\$ 10,396	\$ 10,670	\$ 21,065	
							TOTAL	\$ 60,000.00	\$ 10,396	\$ 10,670	\$ 21,065	

CYCLE 7

JARC (FY 2013)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area / Route Length	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	15.4 mi	Route 905	Operating	Fixed route connecting residential and employment areas of Chula Vista, Imperial Beach, San Diego, San Ysidro, Otay Mesa and Otay Mesa-Nestor	FY 2013	\$ 155,516.00	\$ 155,516	\$ 155,516	\$ 311,032
							TOTAL	\$ 155,516.00	\$ 155,516	\$ 155,516	\$ 311,032
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	11.3 mi	Route 955	Operating	Fixed route connecting residential and employment areas of National City, Southeastern San Diego, Encanto, City Heights and the College area	FY 2013	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000
							TOTAL	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000
IRC	Non-profit	5348 University Avenue, Ste 205 San Diego, CA 921053	91941, 91942, 92019, 92021, 92020, 92071, 92072, 92105, 92115	Ride2Work	Operating	Classroom training, one-on-one assistance, accompanied educational bus trips, auto loan and ride-sharing program	FY 2013	\$ 32,897.00	\$ 32,897	\$ 32,897	\$ 65,794
							TOTAL	\$ 32,897.00	\$ 32,897	\$ 32,897	\$ 65,794
IRC	Non-profit	5348 University Avenue, Ste 205 San Diego, CA 921053	91941, 91942, 92019, 92021, 92020, 92071, 92072, 92105, 92115	Ride2Work	Capital	Classroom training, one-on-one assistance, accompanied educational bus trips, auto loan and ride-sharing program	FY 2013	\$ 97,103.00	\$ 96,688	\$ 24,172	\$ 120,860
							TOTAL	\$ 97,103.00	\$ 96,688	\$ 24,172	\$ 120,860
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	11.7 mi	Route 932	Operating	Fixed route express service connecting residential and employment areas of San Ysidro, Imperial Beach, Otay Mesa-Nestor, Chula Vista and National City	FY 2013	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000
							TOTAL	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000

CYCLE 7 (continued)

JARC (FY 2013)											
Organization		Location		Project			Funding				
Name	Type	Address	Service Area / Route Length	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	15.4 mi	Route 929	Operating	Fixed route express service connecting residential and employment areas of San Ysidro, Otay Mesa-Nestor, Chula Vista, National City, 32nd Street Naval Station, Southeastern San Diego, Barrio Logan and Downtown San Diego	FY 2013	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000
							TOTAL	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	5.2 mi / 5.5 mi	Route 967 / 968	Operating	Fixed route circular service throughout National City , Encanto and Skyline/Paradise Hills	FY 2013	\$ 193,957.00	\$ 193,957	\$ 193,957	\$ 387,914
							TOTAL	\$ 193,957.00	\$ 193,957	\$ 193,957	\$ 387,914
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	20.8 mi	Route 960	Operating	Fixed route express service connecting residential areas of Southeastern San Diego and City Heights to jobs in Kearny Mesa and University City	FY 2013	\$ 161,166.00	\$ 161,166	\$ 16,166	\$ 177,332
							TOTAL	\$ 161,166.00	\$ 161,166	\$ 16,166	\$ 177,332
St. Madeleine Sophie's Center (SMSC)	Non-profit	2119 East Madison Avenue El Cajon, CA 92019	91942, 91935, 91978, 91945, 91977, 91941, 91950, 91901, 92040, 92071, 92120, 92020, 92119, 92019, 92116, 92110, 92117, 92021, 92115, 92105, 92139, 92119, 92041, 92044, 92114, 92103, 92104, 92107, 92106	Mileage reimbursement for paratransit vehicles	Operating	Volunteer driver program which provides adults with developmental disabilities with transportation to three of SMSC's vocational training centers and paid work	FY 2013	\$ 191,930.00	\$ 191,930	\$ 191,930	\$ 191,930
							TOTAL	\$ 191,930.00	\$ 191,930	\$ 191,930	\$ 191,930
St. Madeleine Sophie's Center (SMSC)	Non-profit	2119 East Madison Avenue El Cajon, CA 92019	92115, 92105, 92139, 92119, 92041, 92044, 92114, 92103, 92104, 92107, 92106	Vehicle procurement	Capital	Vehicle procurement	FY 2013	\$ 194,400.00	\$ 194,400	\$ 38,800	\$ 233,200
							TOTAL	\$ 194,400.00	\$ 194,400	\$ 38,800	\$ 233,200
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	12.5 mi	Escondido Medical Jobs Shuttle (Route 353)	Operating	Sunday service for Route 353, which connects low-income residents of Escondido to major employers in southwest Escondido	FY 2013	\$ 30,262.00	\$ 30,262	\$ 6,052	\$ 36,314
							TOTAL	\$ 30,262.00	\$ 30,262	\$ 6,052	\$ 36,314
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	10 mi / 10.4 mi	Increasing Access to Northeastern Escondido (Route 355/357)	Operating	Weekday midday and Saturday hourly service on El Norte Parkway in Escondido	FY 2013	\$ 33,201.00	\$ 33,201	\$ 33,201	\$ 66,402
							TOTAL	\$ 33,201.00	\$ 33,201	\$ 33,201	\$ 66,402

CYCLE 7 (continued)

New Freedom (FY 2013)											
Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
City of La Mesa	Local government	8130 Allison Avenue La Mesa, CA 91942	91901, 91941, 91942, 91945, 91977, 91978, 92019, 92020, 92021, 92040	Rides4Neighbors	Operating	Volunteer driver program	FY 2013	\$ 104,427.00	\$ 104,427	\$ 104,427.0	\$ 208,854
							TOTAL	\$ 104,427.00	\$ 104,427	\$ 104,427	\$ 208,854
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92037, 92014, 92111, 92117, 92121, 92122, 92130	Northern San Diego Rides&Smiles	Operating	Volunteer driver program for seniors and individuals with disabilities in the Clairemont, La Jolla, Linda Vista, University City and Carmel Valley areas	FY 2013	\$ 37,705.00	\$ 6,069	\$ 24,300	\$ 30,369
							TOTAL	\$ 37,705.00	\$ 6,069	\$ 24,300	\$ 30,369
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	MTS Service Area	MTS Access MDT/AVL Equipment	Capital	Purchase small tablet-style Mobile Data Terminals (MDTs) to assist in dispatching	FY 2013	\$ 200,000.00	\$ 200,000	\$ 200,000	
							TOTAL	\$ 200,000.00			
San Ysidro Health Center	Non-profit	4004 Beyer Boulevard San Ysidro, CA 92173	91902, 91910, 91911, 91913, 91932, 91950, 92102, 92113, 92114, 92139, 92154, 92173	Transportation Operations Program	Operating	Shuttle service to non-emergency medical appointments and health and well-being trips	FY 2013	\$ 45,500.00	\$ 45,500	\$ 45,500	\$ 90,000
							TOTAL	\$ 45,500.00	\$ 45,500	\$ 45,500	\$ 90,000
NCTD	Transit Operator	810 Mission Avenue Oceanside, CA 92054	14.8 mi	Key Destinations for Disabled Veterans (Route 315)	Operating	Expands fixed route service to include access to the Wounded Warrior Center on Camp Pendleton and the Veterans Administration Clinic in Oceanside	FY 2013	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000
							TOTAL	\$ 200,000.00	\$ 200,000	\$ 200,000	\$ 400,000
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	91902, 91910-11, 91913-15, 91932, 91941-42, 91950, 91977-78, 92003, 92007-11, 92014, 92019-29, 92037, 92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	Sustain RideFACT Brokerage Services	Operating	Maintain call center	FY 2013	\$ 50,000.00	\$ 50,000	\$ 50,000	\$ 100,000
							TOTAL	\$ 50,000.00	\$ 50,000	\$ 50,000	\$ 100,000
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	91902, 91910-11, 91913-15, 91932, 91941-42, 91950, 91977-78, 92003, 92007-11, 92014, 92019-29, 92037, 92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	Expand RideFACT Brokerage Services	Operating	Expand call center service area to include Valley Center, Rainbow, Alpine and Jamul	FY 2013	\$ 50,000.00	\$ 50,000	\$ 50,000	\$ 100,000
							TOTAL	\$ 50,000.00	\$ 50,000	\$ 50,000	\$ 100,000
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	91902, 91910-11, 91913-15, 91932, 91941-42, 91950, 91977-78, 92003, 92007-11, 92014, 92019-29, 92037, 92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	RideFACT Trip Reimbursement	Operating	Senior dial-a-ride, purchase rides from a pool of transportation companies that form a brokerage	FY 2013	\$ 125,000.00	Active		
							TOTAL	\$ 125,000.00	Active		
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	91902, 91910-11, 91913-15, 91932, 91941-42, 91950, 91977-78, 92003, 92007-11, 92014, 92019-29, 92037, 92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	Sustain Mobility Management Services	Operating	Mobility management services (telephone and web referrals)	FY 2013	\$ 120,000.00	\$ 120,000	\$ 120,000	\$ 120,000
							TOTAL	\$ 120,000.00	\$ 120,000	\$ 120,000	\$ 120,000
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	91902, 91910-11, 91913-15, 91932, 91941-42, 91950, 91977-78, 92003, 92007-11, 92014, 92019-29, 92037, 92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	Expand Mobility Management Services	Operating	Expand service area to include Fallbrook, Bonsall, Camp Pendleton and Lakeside	FY 2013	\$ 200,000.00	\$ 120,000	\$ 120,000	\$ 24,000
							TOTAL	\$ 200,000.00	\$ 120,000	\$ 120,000	\$ 240,000

CYCLE 7 (continued)

Senior Mini-Grant (FY 2014 - 2015)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92064, 92126, 92127, 92128, 92129, 92131	North County Inland and Eastern Rides&Smiles	Operating	Volunteer driver program for seniors in North County Inland and Eastern San Diego (College and Tierrasanta)	FY 2014	\$ 200,000.00	\$ 200,000	\$ 40,000	\$ 480,000
							FY 2015	\$ 200,000.00	\$ 200,000	\$ 40,000	\$ 480,000
							TOTAL	\$ 400,000.00	\$ 400,000	\$ 80,000	\$ 480,000
Peninsula Shepherd Center	Non-profit	1475 Catalina Boulevard San Diego, CA 92107	92106, 92107, 92110	Out and About Peninsula	Operating	Volunteer/escort service and door- through-door shopping van service to disabled seniors living in Point Loma, Ocean Beach and Midway/Sports Arena	FY 2014	\$ 42,377.00	\$ 42,377.00	\$ 8,475	\$ 50,852
							FY 2015	\$ 47,167.00	\$ 47,167.00	\$ 9,433	\$ 56,600
							TOTAL	\$ 89,544.00	\$ 89,544	\$ 17,908	\$ 107,452
Bayside Community Center	Non-profit	2202 Comstock Street San Diego, CA 92101	92108, 92110, 92111, 92123	Transportation, translation and advocacy (TTA) program	Operating	Door-through-door transportation to seniors living in Linda Vista who require translation and advocacy for health-related trips	FY 2014	\$ 32,194.00	Closed - Liquidate \$64,752.91		
							FY 2015	\$ 42,203.00			
							TOTAL	\$ 74,397.00			
City of La Mesa	Local government	8130 Allison Avenue La Mesa, CA 91942	91901, 91941, 91942, 91945, 91977, 91978, 92019, 92020, 92021, 92040	Rides4Neighbors	Operating	Volunteer driver program, taxi voucher program, shopping shuttles and an annual Senior Expo, which provides transportation resources and education	FY 2014	\$ 176,711.00	\$ 176,711	\$ 3,534	\$ 180,245
							FY 2015	\$ 176,711.00	\$ 176,711	\$ 3,534	\$ 180,245
							TOTAL	\$ 353,422.00	\$ 353,422	\$ 7,068	\$ 360,490
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92037, 92014, 92111, 92117, 92121, 92122, 92130	Northern San Diego Rides&Smiles	Operating	Volunteer driver program for seniors in Clairemont, La Jolla, Linda Vista, University City and Carmel Valley	FY 2014	\$ 150,818.00	\$ 150,818	\$ 30,163	\$ 180,981
							FY 2015	\$ 155,254.00	\$ 155,254	\$ 31,051	\$ 186,305
							TOTAL	\$ 306,072.00	\$ 306,072	\$ 61,214	\$ 367,286
City of Vista	Local government	200 Civic Center Drive Vista, CA 92084	92081, 92083, 92084	Out and About Vista	Operating	Senior shuttle service, volunteer mileage reimbursement service, taxi voucher	FY 2014	\$ 101,720.00	\$ 201,479.55	\$ 57,118.42	\$ 258,597.97
							FY 2015	\$ 103,561.00	\$ 3,801.45	\$ 6,106.04	\$ 9,907.49
							TOTAL	\$ 205,281.00	\$ 205,281.00	\$ 63,224.46	\$ 268,505.46
Alpha Project for the Homeless	Non-profit	3737 5th Avenue #203 San Diego, CA 92103	92025, 92026, 92027, 92029, 92054, 92056, 92057, 92058, 92101		Operating	Shuttle service	FY 2014	\$ 195,000.00	\$ 195,000	\$ 39,000	\$ 234,000
							FY 2015	\$ -			
							TOTAL	\$ 195,000.00	\$ 195,000	\$ 39,000	\$ 234,000
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	91902, 91910-11, 91913-15, 91932, 91941-42, 91950, 91977-78, 92003, 92007-11, 92014, 92019-29, 92037, 92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	RideFACT Trip Reimbursement	Operating	Senior dial-a-ride, purchase rides from a pool of transportation companies that form a brokerage	FY 2014	\$ -	\$ -	\$ -	\$ -
							FY 2015	\$ 125,000.00	\$ 123,707.55	\$ 123,707.56	\$ 247,415.11
							TOTAL	\$ 125,000.00	\$ 123,707.55	\$ 123,707.56	\$ 247,415.11
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054		Sustain RideFACT Brokerage Services	Operating	Maintain call center	FY 2014	\$ -			
							FY 2015	\$ 63,505.00	\$93,505.00	\$ 23,376	\$ 116,881
							TOTAL	\$ 63,505.00	\$93,505.00	\$ 23,376	\$ 116,881
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054		Sustain Mobility Management Services	Operating	Mobility management services (telephone and web referrals)	FY 2014	\$ 30,000.00	Combined with above		
							FY 2015	\$ -			
							TOTAL	\$ 30,000.00			

CYCLE 7 (continued)

Senior Mini-Grant (FY 2014 - 2015)											
Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
Travelers Aid Society	Non-profit	925 B Street, Suite 204 San Diego, CA 92101	92101, 92102	SenioRide	Operating	Taxi voucher program, door-to-door service reimbursement, volunteer driver program	FY 2014	\$ 111,512.00	\$ 123,796.13	\$ 31,836.45	\$ 155,632.58
							FY 2015	\$ 117,810.00	\$ 105,525.87	\$ 33,958.56	\$ 139,484.43
							TOTAL	\$ 229,322.00	\$ 229,322.00	\$ 65,795.01	\$ 295,117.01
Mountain Health and Community Services, Inc.	Non-profit	31115 Highway 94 Campo, CA 91906	91901, 91905, 91906, 91917, 91935, 91962, 91963	Volunteer Driver Program for Senior and Disabled Mountain Empire Residents	Operating	Volunteer driver program	FY 2014	\$ 32,465.00	\$ 16,968.09	\$ 15,116.75	\$ 32,084.84
							FY 2015	\$ 33,857.00	\$ 49,353.91	\$ 19,136.64	\$ 68,490.55
							TOTAL	\$ 66,322.00	\$ 66,322.00	\$ 34,253.39	\$ 100,575.39
ITN San Diego	Non-profit	4305 University Avenue, Ste 110 San Diego, CA 92105	92101, 92103, 92109, 92115, 92116, 92120	Senior Volunteer Driver Program	Operating	Volunteer driver program	FY 2014	\$ 125,000.00	\$ 106,669.72	\$ 26,875.67	\$ 133,545.39
							FY 2015	\$ 125,000.00	\$ 125,000.00	\$ 37,770.04	\$ 162,770.04
							TOTAL	\$ 250,000.00	\$ 231,669.72	\$ 64,645.71	\$ 296,315.43
Friends of Adult Day Health Care	Non-profit	4506 Nebo Drive La Mesa, CA 91941	92064, 92065, 92126, 92127, 92128, 92129, 92130, 92131	TransMed for Seniors	Operating	Contract with Poway Adult Day Health Care Center to provide seniors with medical trips	FY 2014	\$ 114,375.00	\$ 155,707.42	\$ 56,157.66	\$ 211,865.08
							FY 2015	\$ 114,877.00	\$ 73,544.59	\$ 23,064.85	\$ 96,609.44
							TOTAL	\$ 229,252.00	\$ 229,252.01	\$ 79,222.51	\$ 308,474.52
ElderHelp	Non-profit	4069 30th Street San Diego, CA 92104	91977, 92037, 92040, 92041, 92042, 92043, 92044, 92045, 92071, 92101, 92102, 92103, 92105, 92106, 92107, 92108, 92109, 92110, 92111, 92113, 92114, 92115, 92116, 92117, 92118, 92119, 92120, 92122, 92123, 92124	Seniors A-Go-Go	Operating	Volunteer driver program	FY 2014	\$ 90,980.00	\$ 90,980	\$ 40,895	\$ 190,035
							FY 2015	\$ 99,055.00	\$ 99,055		\$ 40,895
							TOTAL	\$ 190,035.00	\$ 190,035	\$ 40,895	\$ 230,930
City of Oceanside	Local government	300 North Coast Highway Oceanside, CA 92054	92008, 92009, 92010, 92011, 92054, 92056, 92057, 92058, 92081, 92083, 92084	Solutions for Seniors on the Go	Operating	Taxi voucher program, door-to-door shuttle program, door-through-door volunteer driver program	FY 2014				
							FY 2015	\$ 47,695.00	\$ 47,695.00	\$ 16,693.00	\$ 64,388.00
							TOTAL	\$ 47,695.00	\$ 47,695.00	\$ 16,693.00	\$ 64,388.00

CYCLE 8

Section 5310 (FY 2016-2017)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
Jewish Family Service (JFS)	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92014, 92037, 92111, 92117, 92121, 92122, 92130, 92109, 92110, 92029, 92064, 92126, 92127, 92128, 92129, 92131, 92025, 91941, 91942, 92108, 92115, 92116, 92119, 92120, 92123, 92124	Vehicle procurement for On the Go Transportation Solutions for Older Adults	Capital	Vehicle procurement	FY 2013	\$ 80,000.00	\$ 75,498.38	\$ 18,874.60	\$ 94,372.98
							TOTAL	\$ 80,000.00	\$ 75,498.38	\$ 18,874.60	\$ 94,372.98
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92014, 92037, 92111, 92117, 92121, 92122, 92130, 92109, 92110	On the Go Northern San Diego: Rides & Smiles	Operating	Volunteer driver program for seniors in Northern San Diego	FY 2013	\$ 97,922.00	\$ 74,462.39	\$ 142,496.07	\$ 216,958.46
							FY 2014	\$ 100,863.00	\$ 124,089.82	\$ 192,591.97	\$ 316,681.79
							TOTAL	\$ 198,785.00	\$ 198,552.21	\$ 335,088.04	\$ 533,640.25
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92029, 92064, 92126, 92127, 92128, 92129, 92131, 92025	On the Go North County Inland: Rides & Smiles	Operating	Volunteer driver program for seniors in North County Inland	FY 2013	\$ 92,708.00	\$ 34,088.45	\$ 51,132.61	\$ 85,221.06
							FY 2014	\$ 95,491.00	\$ 132,076.68	\$ 190,881.98	\$ 322,958.66
							TOTAL	\$ 188,199.00	\$ 166,165.13	\$ 242,014.59	\$ 408,179.72
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	91941, 91942, 92108, 92115, 92116, 92119, 92120, 92123, 92124	On the Go Eastern San Diego: Rides & Smiles	Operating	Volunteer driver program for seniors in Eastern San Diego	FY 2013	\$ 95,279.00	\$ 34,092.16	\$ 46,638.23	\$ 80,730.39
							FY 2014	\$ 98,139.00	\$ 134,401.16	\$ 205,590.13	\$ 339,991.29
							TOTAL	\$ 193,418.00	\$ 168,493.32	\$ 252,228.36	\$ 420,721.68
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	Coastal and inland areas from Oceanside to San Ysidro, Camp Pendleton, Fallbrook, Valley Center, and Ramona	Administration of Medical and Dialysis Transportation for Seniors & Disabled-Vehicle Lease Program	Capital	Vehicle procurement	FY 2013	\$ 140,000.00	\$ 140,000.00	\$ 32,343.74	\$ 172,343.74
							FY 2014	\$ 140,000.00	\$ 140,000.00	\$ 32,343.74	\$ 172,343.74
							TOTAL	\$ 280,000.00	\$ 280,000.00	\$ 64,687.48	\$ 344,687.48
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	All cities within San Diego County as well as Ramona, Spring Valley, and Camp Pendleton	Medical and Dialysis Transportation for Seniors and Disabled	Operating	Trip Subsidy program through contracted transportation providers which comprise the FACT brokerage when trips cannot be accommodated by existing transportation services.	FY 2013	\$ 180,000.00	\$ 102,582.34	\$ 113,477.49	\$ 216,059.83
							FY 2014	\$ 180,000.00	\$ 257,426.38	\$ 286,513.79	\$ 543,940.17
							TOTAL	\$ 360,000.00	\$ 360,008.72	\$ 399,991.28	\$ 760,000.00
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	All cities within San Diego County as well as Ramona, Spring Valley, and Camp Pendleton	Administration of Medical and Dialysis Transportation for Seniors & Disabled	Mobility Management	Funding of administration of transportation for seniors and disabled clients	FY 2013	\$ 160,275.00	\$ 160,275.00	\$ 160,275.00	\$ 160,275.00
							FY 2014	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00
							TOTAL	\$ 360,275.00	\$ 360,275.00	\$ 360,275.00	\$ 360,275.00

CYCLE 8 (Continued)

Section 5310 (FY 2016-2017)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
San Ysidro Health Center (SYHC)	Non-profit	1275 30th Street San Diego, CA 92154	SYHC's clinics throughout San Diego County's South and Central/Southeastern	Transportation Operations Program-Healthy Steps (TOP-HS)	Capital	Vehicle procurement	FY 2013	\$ 80,000.00	\$ 70,908.49	\$ 17,726.64	\$ 88,635.13
							TOTAL	\$ 80,000.00	\$ 70,908.49	\$ 17,726.64	\$ 88,635.13
HGH	Non-profit	1825 Gillespie Way El Cajon, CA 92020	South/South Bay area and east county	HGH Community Integration and Mobilization Program	Capital	Vehicle procurement	FY 2013	\$ 484,800.00	\$ 484,800.00	\$ 314,536.80	\$ 1,299,336.80
							FY 2014	\$ 500,000.00	\$ 500,000.00		
							TOTAL	\$ 984,800.00	\$ 984,800.00	\$ 314,536.80	
City of La Mesa	Local government	8130 Allison Avenue La Mesa, CA 91942	91901, 91941, 91942, 91945, 91977, 91978, 92019, 92020, 92021, 92040	Rides4Neighbors	Operating	Volunteer driver program, taxi voucher program, shopping shuttles and an annual Senior Expo, which provides transportation resources and education	FY 2013	\$ 75,000.00	\$ 65,103	\$ 171,234	\$ 236,337
							FY 2014	\$ 75,000.00	\$ 84,743	\$ 226,010	\$ 310,753
							TOTAL	\$ 150,000.00	\$ 149,846.67	\$ 397,243.45	\$ 547,090.12
St. Madeleine Sophie's Center (SMSC)	Non-profit	2119 East Madison Avenue El Cajon, CA 92103	Lakeside, Santee, El Cajon, Alpine, Spring Valley, Jamul, Lemon Grove, National City, La Mesa, San Diego,	Vehicle procurement	Capital	Vehicle procurement	FY 2013	\$ 112,000.00	\$ 112,000.00	\$ 22,400.00	\$ 134,400.00
							TOTAL	\$ 112,000.00	\$ 112,000.00	\$ 22,400.00	\$ 134,400.00
St. Madeleine Sophie's Center (SMSC)	Non-profit	2119 East Madison Avenue El Cajon, CA 92103	Lakeside, Santee, El Cajon, Alpine, Spring Valley, Jamul, Lemon Grove, National City, La Mesa, San Diego,	Mileage Reimbursement	Operating	Volunteer driver program which provides adults with developmental disabilities with transportation to three of SMSC's vocational training centers and paid work	FY 2013	\$ 191,927.00	\$ 205,349	\$ 205,349	\$ 410,697
							FY 2014	\$ 191,927.00	\$ 178,505	\$ 178,505	\$ 357,011
							TOTAL	\$ 383,854.00	\$ 383,853.99	\$ 383,853.99	\$ 767,707.98
SHARP HealthCare Foundation	Non-profit	8695 Spectrum Center Blvd.	San Diego County	Vehicle procurement	Capital	Vehicle procurement	FY 2013	\$ 216,000.00	\$ 207,496.28	\$ 51,874.07	\$ 259,370.35
							TOTAL	\$ 216,000.00	\$ 207,496.28	\$ 51,874.07	\$ 259,370.35
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	MTS Service Area	Vehicle procurement	Capital	Vehicle procurement	FY 2013	\$ 333,780.00	\$ 333,780.00	\$ 326,362.46	\$ 660,142.46
							TOTAL	\$ 333,780.00	\$ 333,780.00	\$ 326,362.46	\$ 660,142.46

CYCLE 8 (Continued)

Senior Mini-Grant (FY 2016 - 2017)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
City of Coronado	Local government	1825 Strand Way Coronado, CA 92118	City of Coronado	Coronado Seniors Out & About Program	Operating	Provide transportation services to seniors that reside in the City of Coronado including a volunteer	FY 2016	\$ 47,978.00	\$ 32,218.42	\$ 19,749.96	\$ 51,968.38
							FY2017	\$ 40,022.00	\$ 55,781.58	\$ 33,704.82	\$ 89,486.40
							TOTAL	\$ 88,000.00	\$ 88,000.00	\$ 53,454.78	\$ 141,454.78
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92014, 92037, 92111, 92117, 92121, 92122, 92130, 92109, 92110	On the Go Northern San Diego: Rides & Smiles	Operating	Volunteer driver program for seniors in Northern San Diego	FY 2016	\$ 47,978.00	\$ 111,701.56	\$ 105,256.89	\$ 216,958.45
							FY2017	\$ 40,022.00	\$ 186,292.16	\$ 123,808.81	\$ 310,100.97
							TOTAL	\$ 88,000.00	\$ 297,993.72	\$ 229,065.70	\$ 527,059.42
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92029, 92064, 92126, 92127, 92128, 92129, 92131, 92025	On the Go North County Inland: Rides & Smiles	Operating	Volunteer driver program for seniors in North County Inland	FY 2016	\$ 139,063.00	\$ 118,953.00	\$ 79,802.40	198755.4
							FY2017	\$ 143,235.00	\$ 163,322.07	\$ 109,138.83	272460.895
							TOTAL	\$ 282,298.00	\$ 282,275.07	\$ 188,941.23	\$ 471,216.30
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	91941, 91942, 92108, 92115, 92116, 92119, 92120, 92123, 92124	On the Go Eastern San Diego: Rides & Smiles	Operating	Volunteer driver program for seniors in Eastern San Diego	FY 2016	\$ 142,919.00	\$ 114,972.56	\$ 76,648.38	\$ 191,620.94
							FY2017	\$ 147,205.00	\$ 171,362.40	\$ 117,385.44	\$ 288,747.84
							TOTAL	\$ 290,124.00	\$ 286,334.96	\$ 194,033.82	\$ 480,368.78
Pennisula Shepard	Non-profit	1475 Catalina Boulevard San Diego, CA 92107	Point Loma, Ocean Beach, Midway/Sports Arena	Out & About Peninsula	Operating	Volunteer shuttle service for seniors	FY 2016	\$ 48,000.00	\$ 19,860.16	\$ 5,176.30	\$ 25,036.46
							FY2017	\$ 52,000.00	\$ 80,139.72	\$ 17,827.76	\$ 97,967.48
							TOTAL	\$ 100,000.00	\$ 99,999.88	\$ 23,004.06	\$ 123,003.94
Elderhelp	Non-profit	3860 Calle Fortunada, Suite 101 San Diego, CA 92123	91977, 92037, 92040, 92041, 92042, 92043, 92044, 92045, 92071,	Seniors A Go Go	Operating	Volunteer driver program	FY 2016	\$ 87,865.00	\$ 90,373.28	\$ 64,249.97	\$ 154,623.25
							FY2017	\$ 93,318.00	\$ 90,809.71	\$ 51,849.84	\$ 142,659.55
							TOTAL	\$ 181,183.00	\$ 181,182.99	\$ 116,099.81	\$ 297,282.80
City of La Mesa	Local government	8130 Allison Avenue La Mesa, CA 91942	91901, 91941, 91942, 91945, 91977, 91978, 92019, 92020, 92021, 92040	Rides4Neighbors	Operating	Volunteer driver program, taxi voucher program, shopping shuttles and an annual Senior Expo, which provides transportation resources and education	FY 2016	\$ 200,000.00	\$ 173,633.14	\$ 64,204.11	\$ 237,837.25
							FY2017	\$ 200,000.00	\$ 226,012.94	\$ 84,743.22	\$ 310,756.16
							TOTAL	\$ 400,000.00	\$ 399,646.08	\$ 148,947.33	\$ 548,593.41
Travelers Aid Society	Non-profit	925 B Street, Suite 204 San Diego, CA 92101	San Diego County	SenioRide	Operating	Taxi voucher program, door-to-door service reimbursement, volunteer driver program	FY 2016	\$ -	\$ -	\$ -	\$ -
							FY2017	\$ 198,535.00	\$ 198,535.00	\$ 51,643.07	\$ 250,178.07
							TOTAL	\$ 198,535.00	\$ 198,535.00	\$ 51,643.07	\$ 250,178.07
City of Vista	Local government	1400 Vale Terrace Drive Vista, CA 92084	92081, 92083, 92084	Out & About Senior Transportation Program	Operating	Senior shuttle service and volunteer driver program, volunteer mileage reimbursement, taxi scripts	FY 2016	\$ -	\$ -	\$ -	\$ -
							FY2017	\$ 106,171.00	\$ 106,171.00	\$ 52,371.49	\$ 158,542.49
							TOTAL	\$ 106,171.00	\$ 106,171.00	\$ 52,371.49	\$ 158,542.49
City of Oceanside	Local government	300 North Coast Highway Oceanside, CA 92054	92054	Solutions for Seniors on the Go	Operating	Taxi voucher program, door-to-door shuttle program, door-through-door volunteer driver program	FY 2016	\$ 195,952.00	\$ 195,952.00	\$ 87,392.78	\$ 283,344.78
							FY2017	\$ 200,000.00	\$ 200,000.00	\$ 82,135.78	\$ 282,135.78
							TOTAL	\$ 395,952.00	\$ 395,952.00	\$ 169,528.56	\$ 565,480.56

CYCLE 8 (Continued)

Senior Mini-Grant (FY 2016 - 2017)

Organization		Location		Project			Funding					
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount	
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	91902, 91910-11, 91913-15, 91932, 91941-42, 91950, 91977-78, 92003, 92007-11, 92014, 92019-29, 92037, 92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	Vehicle Fleet Expansion	Capital	Vehicle procurement	FY 2016	\$ 30,000.00	\$ 30,000.00	\$ 120,000.00	\$ 150,000.00	
							FY2017	\$ 30,000.00	\$ 30,000.00	\$ 120,000.00	\$ 150,000.00	
							TOTAL	\$ 60,000.00	\$ 60,000.00	\$ 240,000.00	\$ 300,000.00	
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	91902, 91910-11, 91913-15, 91932, 91941-42, 91950, 91977-78, 92003, 92007-11, 92014, 92019-29, 92037, 92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	Medical and Dialysis Transportation for Seniors and Disabled	Operating	Trip Subsidy program through contracted transportation providers which comprise the FACT brokerage when trips cannot be accommodated by existing transportation services.	FY 2016	\$ 200,000.00	\$ 201,504.54	\$ 143,648.05	\$ 345,152.59	
							FY2017	\$ 200,000.00	\$ 202,080.58	\$ 120,646.14	\$ 322,726.72	
							TOTAL	\$ 400,000.00	\$ 403,585.12	\$ 264,294.19	\$ 667,879.31	
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	91902, 91910-11, 91913-15, 91932, 91941-42, 91950, 91977-78, 92003, 92007-11, 92014, 92019-29, 92037, 92054-55, 92057-58, 92064-65, 92067, 92069, 92071, 92075, 92078, 92081, 92083- 84, 92091, 92093, 92101-04, 92106-11, 92113-24, 92126-31, 92135, 92138-40, 92145, 92154-55, 92173	Administration of Medical and Dialysis Transportation for Seniors & Disabled	Operating	Funding of administration of transportation for seniors and disabled clients	FY 2016	\$ 200,000.00	\$ 143,648.05	\$ 201,504.54	\$ 345,152.59	
							FY2017	\$ 85,151.00	\$ 141,502.95	\$ 169,238.25	\$ 310,741.20	
							TOTAL	\$ 285,151.00	\$ 285,151.00	\$ 370,742.79	\$ 655,893.79	
Mountain Health	Non-profit	31115 Highway 94 Campo, CA 91906	91901, 91905, 91906, 91917, 91935, 91962, 91963	Volunteer Driver Program for Senior & Disabled Mountain Empire Residents	Operating	Volunteer driver program	FY 2016	\$ 52,815.00	\$ 54,298.13	\$ 34,043.21	\$ 88,341.34	
							FY2017	\$ 53,522.00	\$ 51,976.58	\$ 66,552.79	\$ 118,529.37	
							TOTAL	\$ 106,337.00	\$ 106,274.71	\$ 100,596.00	\$ 206,870.71	
City of San Marcos	Local government	111 W Richmar Ave San Marcos, CA 92069	92078, 92069	City of San Marcos On the Move	Operating	Voucher program	FY 2016	\$ 35,000.00	\$ 34,992.00	\$ 34,992.00	\$ 69,984.00	
							FY2017	\$ -	\$ -	\$ -	\$ -	
							TOTAL	\$ 35,000.00	\$ 34,992.00	\$ 34,992.00	\$ 69,984.00	
ITN	Non-profit	ITN Greater San Diego 6161 El Cajon Boulevard, Suite B451 San Diego, CA 92115	91910, 91911, 91950, 91932, 92118, 92105, 92102, 92114, 91945	ITNGSD: Expanding to South County	Operating	Volunteer program	FY 2016	\$ -	Closed - Liquidated \$29,334.57			
							FY2017	\$ 85,329.00				
							TOTAL	\$ 85,329.00				

CYCLE 9

Section 5310 (FY 2018-2019)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
Travelers Aid Society	Non-profit	2615 Camino del Rio South, Suite 103, San Diego, CA 92108	San Diego County	RideFinder	Mobility Management	Referral services, travel training, and travel planning.	FY 2018	\$ 37,700.00	\$ 26,606.75	\$ 14,306.59	\$ 40,913.34
							FY2019	\$ 37,700.00	\$ 48,791.35	\$ 9,900.02	\$ 58,691.37
							TOTAL	\$ 75,400.00	\$ 75,398.10	\$ 24,206.61	\$ 99,604.71
City of La Mesa	Local government	4975 Memorial Drive, La Mesa, CA 91942	91941, 91942, 91945, 91977, 91978, 92019, 92020, 92021, 92040, 92071	Out & About Senior Transportation Program	Operating	Senior shuttle service and volunteer driver program, volunteer mileage reimbursement, taxi scripts	FY 2018	\$ 75,000.00	Active		
							FY2019	\$ 75,000.00			
							TOTAL	\$ 150,000.00			
Jewish Family Service (JFS)	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92014, 92037, 92111, 92117, 92121, 92122, 92130, 92109, 92110	On the Go Northern San Diego: Rides & Smiles	Operating	Volunteer driver program for seniors in Northern San Diego	FY 2018	\$ 105,291.00	\$ 105,041.73	\$ 157,562.55	\$ 262,604.28
							FY2019	\$ 109,119.00	\$ 109,368.22	\$ 164,054.80	\$ 273,423.02
							TOTAL	\$ 214,410.00	\$ 214,409.95	\$ 321,617.35	\$ 536,027.30
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92029, 92064, 92126, 92127, 92128, 92129, 92131, 92025	On the Go North County Inland: Rides & Smiles	Operating	Volunteer driver program for seniors in North County Inland	FY 2018	\$ 104,644.00	\$ 95,660.87	\$ 181,581.74	\$ 277,242.61
							FY2019	\$ 108,106.00	\$ 117,089.13	\$ 137,544.17	\$ 254,633.30
							TOTAL	\$ 212,750.00	\$ 212,750.00	\$ 319,125.91	\$ 531,875.91
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	91941, 91942, 92108, 92115, 92116, 92119, 92120, 92123, 92124	On the Go Eastern San Diego: Rides & Smiles	Operating	Volunteer driver program for seniors in Eastern San Diego	FY 2018	\$ 102,257.00	\$ 105,906.61	\$ 158,860.00	\$ 264,766.61
							FY2019	\$ 105,767.00	\$ 102,117.39	\$ 153,174.04	\$ 255,291.43
							TOTAL	\$ 208,024.00	\$ 208,024.00	\$ 312,034.04	\$ 520,058.04
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	San Diego County	CTSA	Mobility Management	Funding of administration of transportation for seniors and disabled clients	FY 2018	\$ 100,000.00	\$ 77,937.02	\$ 77,937.02	\$ 155,874.04
							FY2019	\$ 100,000.00	\$ 122,062.85	\$ 122,062.85	\$ 244,125.70
							TOTAL	\$ 200,000.00	\$ 199,999.87	\$ 199,999.87	\$ 399,999.74
FACT	CTSA	600 Mission Avenue Oceanside, CA 92054	San Diego County	Brokerage of Multi-Jurisdictional Transportation	Operating	Trip Subsidy program through contracted transportation providers which comprise the FACT brokerage when trips cannot be accommodated by existing transportation services.	FY 2018	\$ 200,000.00	\$ 157,975.07	\$ 157,975.07	\$ 315,950.14
							FY2019	\$ 200,000.00	\$ 242,024.91	\$ 242,024.91	\$ 484,049.82
							TOTAL	\$ 400,000.00	\$ 399,999.98	\$ 399,999.98	\$ 799,999.96
Noah Homes	Non-profit	12526 Campo Road, Spring Valley, CA 91978	91978	Resident Transportation Project	Operating	Resident transportation to work sites, vocational training, work enclaves, and medical treatment.	FY 2018	\$ 125,716.00	\$ 106,376.96	\$ 132,373.23	\$ 238,750.19
							FY2019	\$ 128,159.00	\$ 147,498.00	\$ 254,013.67	\$ 401,511.67
							TOTAL	\$ 253,875.00	\$ 253,874.96	\$ 386,386.90	\$ 640,261.86
St. Madeleine Sophie's Center (SMSC)	Non-profit	2119 East Madison Avenue El Cajon, CA 92103	Lakeside, Santee, El Cajon, Alpine, Spring Valley, Jamul, Lemon Grove, National City, La Mesa, San Diego	Mileage Reimbursement	Operating	Program which provides adults with developmental disabilities with transportation to three of SMSC's vocational training centers and paid work sites around San Diego County.	FY 2018	\$ 155,250.00	\$ 188,395.38	\$ 142,635.24	\$ 331,030.62
							FY2019	\$ 155,250.00	\$ 122,104.62	\$ 196,878.47	\$ 318,983.09
							TOTAL	\$ 310,500.00	\$ 310,500.00	\$ 339,513.71	\$ 650,013.71
Travelers Aid Society	Non-profit	2615 Camino del Rio South, Suite 103, San Diego, CA 92108	Metropolitan areas of San Diego County	RIDEasy	Operating	Volunteer driver program, taxicab vouchers, door-to-door providers, and on-demand service.	FY 2018	\$ 54,460.00	\$ 39,988.44	\$ 37,294.99	\$ 77,283.43
							FY2019	\$ 56,638.00	\$ 71,107.24	\$ 73,803.01	\$ 144,910.25
							TOTAL	\$ 111,098.00	\$ 111,095.68	\$ 111,098.00	\$ 222,193.68
Noah Homes	Non-profit	12526 Campo Road, Spring Valley, CA 91978	91978	Vehicle Procurement	Capital	Vehicle procurement	FY 2018	\$ 40,000.00	\$ 40,000.00	\$ 20,000.00	\$ 60,000.00
							FY2019	\$ 40,000.00	\$ 40,000.00	\$ 20,000.00	\$ 40,000.00
							TOTAL	\$ 80,000.00	\$ 80,000.00	\$ 20,000.00	\$ 100,000.00
Home of Guiding Hands	Non-profit	1908 Friendship Drive, El Cajon, CA 92020	South\South Bay area and east county	Vehicle Procurement	Capital	Vehicle procurement	FY 2018	\$ 320,000.00	\$ 320,000.00	\$ 129,344.28	\$ 449,344.28
							FY2019	\$ 200,000.00	\$ 197,377.14	\$ 197,377.14	\$ 197,377.14
							TOTAL	\$ 520,000.00	\$ 517,377.14	\$ 129,344.28	\$ 646,721.42
St. Madeleine Sophie's Center (SMSC)	Non-profit	2119 East Madison Avenue El Cajon, CA 92103	Lakeside, Santee, El Cajon, Alpine, Spring Valley, Jamul, Lemon Grove, National City, La Mesa, San Diego	Vehicle Procurement	Capital	Vehicle procurement	FY 2018	\$ 120,000.00	\$ 120,000.00	\$ 30,000.00	\$ 150,000.00
							FY2019	\$ -	\$ -	\$ -	\$ -
							TOTAL	\$ 120,000.00	\$ 120,000.00	\$ 30,000.00	\$ 150,000.00

CYCLE 9 (Continued)

Section 5310 (FY 2018-2019)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
Jewish Family Service (JFS)	Non-profit	8804 Balboa Avenue San Diego, CA 92123	North Inland, North Coastal, and East San Diego	Vehicle Procurement	Capital	Vehicle procurement	FY 2018	\$ 104,000.00	\$ 104,000.00	\$ 26,000.00	\$ 130,000.00
							FY2019	\$ 54,400.00	\$ 54,400.00	\$ 13,600.00	\$ 68,000.00
							TOTAL	\$ 158,400.00	\$ 158,400.00	\$ 39,600.00	\$ 198,000.00
SHARP HealthCare Foundation	Non-profit	8695 Spectrum Center Blvd. San Diego, CA 92123	Central Region	Vehicle Procurement	Capital	Vehicle procurement	FY 2018	\$ 120,000.00	\$ 120,000.00	\$ 37,368.02	\$ 157,368.02
							FY2019	\$ -	\$ -	\$ -	\$ -
							TOTAL	\$ 120,000.00	\$ 120,000.00	\$ 37,368.02	\$ 157,368.02
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	MTS Service Area	Vehicle Procurement	Capital	Vehicle procurement	FY 2018	\$ 110,092.00	\$ 110,092.00	\$ 529,345.40	\$ 639,437.40
							FY2019	\$ 460,800.00	\$ 460,800.00		\$ 460,800.00
							TOTAL	\$ 570,892.00	\$ 570,892.00	\$ 529,345.40	\$ 1,100,237.40

SMG (FY 2018-2019)

Renewing Life	Non-profit	1058 Camino del Rey, Chula Vista, CA 91910	South County	Volunteer Driver Senior Transportation Program	Operating	Volunteer driver program, door-through-door service.	FY 2018	\$ 80,000.00	\$ 77,518.35	\$ 26,442.50	\$ 103,960.85
							FY2019	\$ 80,000.00	\$ 82,480.64	\$ 27,397.50	\$ 109,878.14
							TOTAL	\$ 160,000.00	\$ 159,998.99	\$ 53,840.00	\$ 213,838.99
Travelers Aid Society	Non-profit	2615 Camino del Rio South, Suite 103, San Diego, CA 92108	San Diego County	SenioRide	Operating	Volunteer driver program, volunteer mileage reimbursement, taxi scripts, door-to-door providers, transit vouchers.	FY 2018	\$ 198,535.00	\$ 208,085.60	\$ 53,297.79	\$ 261,383.39
							FY2019	\$ 200,000.00	\$ 190,441.66	\$ 48,830.10	\$ 239,271.76
							TOTAL	\$ 398,535.00	\$ 398,527.26	\$ 102,127.89	\$ 500,655.15
City of Oceanside	Local government	300 North Coast Highway Oceanside, CA 92054	92003, 92049, 92051, 92052, 92054, 92056, 92057, 92058	Solutions for Seniors on the Go	Operating	Volunteer driver program for seniors in Northern San Diego	FY 2018	\$ 200,000.00	\$ 191,900.15	\$ 75,803.10	\$ 267,703.25
							FY2019	\$ 200,000.00	\$ 208,099.84	\$ 62,915.10	\$ 271,014.94
							TOTAL	\$ 400,000.00	\$ 399,999.99	\$ 138,718.20	\$ 538,718.19
Jewish Family Service (JFS)	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92014, 92037, 92111, 92117, 92121, 92122, 92130, 92109, 92110	On the Go Northern San Diego: Rides & Smiles	Operating	Volunteer driver program for seniors in Northern San Diego	FY 2018	\$ 157,936.00	\$ 157,562.55	\$ 105,041.73	\$ 262,604.28
							FY2019	\$ 163,681.00	\$ 164,054.43	\$ 109,369.92	\$ 273,424.35
							TOTAL	\$ 321,617.00	\$ 321,616.98	\$ 214,411.65	\$ 536,028.63
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92029, 92064, 92126, 92127, 92128, 92129, 92131, 92025	On the Go North County Inland: Rides & Smiles	Operating	Volunteer driver program for seniors in North County Inland	FY 2018	\$ 156,966.00	\$ 143,491.27	\$ 95,660.86	\$ 239,152.13
							FY2019	\$ 162,160.00	\$ 175,634.64	\$ 117,089.13	\$ 292,723.77
							TOTAL	\$ 319,126.00	\$ 319,125.91	\$ 212,749.99	\$ 531,875.90
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	91941, 91942, 92108, 92115, 92116, 92119, 92120, 92123, 92124	On the Go Eastern San Diego: Rides & Smiles	Operating	Volunteer driver program for seniors in Eastern San Diego	FY 2018	\$ 153,384.00	\$ 158,859.99	\$ 105,906.62	\$ 264,766.61
							FY2019	\$ 158,650.00	\$ 153,174.01	\$ 102,117.39	\$ 255,291.40
							TOTAL	\$ 312,034.00	\$ 312,034.00	\$ 208,024.01	\$ 520,058.01
FACT	CTSA	516 Civic Center Drive, Oceanside, CA 92054	San Diego County	Brokerage of Multi-Jurisdictional Transportation	Mobility Management	Manages the brokerage of service providers for the CTSA.	FY 2018	\$ 200,000.00	\$ 136,249.40	\$ 136,249.43	\$ 272,498.83
							FY2019	\$ 200,000.00	\$ 263,750.59	\$ 263,750.59	\$ 527,501.18
							TOTAL	\$ 400,000.00	\$ 399,999.99	\$ 400,000.02	\$ 800,000.01
FACT	CTSA	516 Civic Center Drive, Oceanside, CA 92054	San Diego County	Expansion of CTSA	Mobility Management	Funding of administration of transportation for seniors and disabled clients	FY 2018	\$ 100,000.00	\$ 70,634.61	\$ 70,634.61	\$ 141,269.22
							FY2019	\$ 100,000.00	\$ 129,365.39	\$ 129,364.38	\$ 258,729.77
							TOTAL	\$ 200,000.00	\$ 200,000.00	\$ 199,998.99	\$ 399,998.99
FACT	CTSA	516 Civic Center Drive, Oceanside, CA 92054	San Diego County	RideFACT	Operating	Trip Subsidy program through contracted transportation providers which comprise the FACT brokerage when trips cannot be accommodated by existing transportation services.	FY 2018	\$ 200,000.00	\$ 210,377.49	\$ 52,594.37	\$ 262,971.86
							FY2019	\$ 200,000.00	\$ 189,622.51	\$ 47,405.63	\$ 237,028.14
							TOTAL	\$ 400,000.00	\$ 400,000.00	\$ 100,000.00	\$ 500,000.00
Peninsula Shepherd Center	Non-profit	1475 Catalina Boulevard San Diego, CA 92107	92106, 92107, 92110	Out and About Peninsula Senior Transportation Program	Operating	Volunteer driver program and shuttle service for peninsula communities.	FY 2018	\$ 55,000.00	\$ 57,760.65	\$ 15,678.11	\$ 73,438.76
							FY2019	\$ 59,800.00	\$ 57,034.72	\$ 15,374.15	\$ 72,408.87
							TOTAL	\$ 114,800.00	\$ 114,795.37	\$ 31,052.26	\$ 145,847.63
City of La Mesa	Local government	4975 Memorial Drive, La Mesa, CA 91942	91941, 91942, 91945, 91977, 91978, 92019, 92020, 92021, 92040, 92071	Rides4Neighbors	Operating	Senior shuttle service and volunteer driver program, volunteer mileage reimbursement, taxi scripts	FY 2018	\$ 56,179.00	\$ 64,127.41	\$ 24,044.47	\$ 88,171.88
							FY2019	\$ 97,709.00	\$ 89,760.56	\$ 42,661.80	\$ 132,422.36
							TOTAL	\$ 153,888.00	\$ 153,887.97	\$ 66,706.27	\$ 220,594.24

CYCLE 10

Section 5310 (FY 2020-2021)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
FACT	CTSA	516 Civic Center Drive, Oceanside, CA 92054	San Diego County	CTSA Services	Mobility Management	Information and referral services	FY 2020	\$ 100,000.00	Active		
							FY 2021	\$ 100,000.00			
							TOTAL	\$ 200,000.00			
FACT	CTSA	516 Civic Center Drive, Oceanside, CA 92054	San Diego County	Brokerage Management	Mobility Management	Manages the brokerage of service providers for the CTSA.	FY 2020	\$ 200,000.00	Active		
							FY 2021	\$ 200,000.00			
							TOTAL	\$ 400,000.00			
FACT	CTSA	516 Civic Center Drive, Oceanside, CA 92054	San Diego County	RideFACT	Operating	Trip Subsidy program through contracted transportation providers which comprise the FACT brokerage when trips cannot be accommodated by existing transportation services.	FY 2020	\$ 200,000.00	Active		
							FY 2021	\$ 200,000.00			
							TOTAL	\$ 400,000.00			
The Arc of San Diego	Non-profit	3030 Market Street, San Diego, CA 92102	Central Region	MCRD Transportation	Capital: Contracted Services	Contracted service program that transports developmentally disabled individuals to the Marine Corp Recruiting Depot for work.	FY 2020	\$ 151,704.00	Active		
							FY 2021	\$ 151,704.00			
							TOTAL	\$ 303,408.00			
Travelers Aid Society	Non-profit	2615 Camino del Rio South, Suite 103, San Diego, CA 92108	San Diego County	RIDEfinder	Mobility Management	Travel training, information and referral services, triip planning services	FY 2020	\$ 65,100.00	Active		
							FY 2021	\$ 63,000.00			
							TOTAL	\$ 128,100.00			
Jewish Family Service (JFS)	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92014, 92037, 92121, 92122, 92130, 92109, 92110 North of I-8, 92111, 2106, 92107, 92110	On the Go: Northern San Diego	Operating	Senior transportation program that includes shuttle service, taxi scripts and volunteer driver trips in Northern San Diego	FY 2020	\$ 36,624.00	Active		
			FY 2021				\$ 36,623.00				
			TOTAL				\$ 73,247.00				
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92029, 92064, 92126, 92127, 92128, 92129, 92131, 92025 West of San Pasqual/Highland Valley Road	On the Go: North County Inland	Operating	Senior transportation program that includes shuttle service, taxi scripts and volunteer driver trips for North County Inland	FY 2020	\$ 36,624.00	Active		
			FY 2021				\$ 36,623.00				
			TOTAL				\$ 73,247.00				
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	91941, 91942, 92103, 92108, 92115, 92116, 92119, 92120, 92123, 92124, 92104, 92105	On the Go: Eastern San Diego	Operating	Senior transportation program that includes shuttle service, taxi scripts and volunteer driver trips in Eastern San Diego	FY 2020	\$ 36,623.00	Active		
			FY 2021				\$ 36,624.00				
			TOTAL				\$ 73,247.00				
SHARP HealthCare Foundation	Non-profit	8695 Spectrum Center Blvd. San Diego, CA 92123	91910, 91911, 91913, 91914, 91915, 91941, 91944, 91945, 91950, 91977, 91978, 92019, 92021, 92040, 92071, 92104, 92105, 92114, 92115, 92119, 92129, 92139, 92154	Vehicle Procurement	Capital	Vehicle Procurement	FY 2020	\$ 235,405.02	\$ 235,405.02	\$ 58,851.25	\$ 294,256.27
							FY 2021	\$ -	\$ -	\$ -	\$ -
							TOTAL	\$ 235,405.02	\$ 235,405.02	\$ 235,405.02	\$ 294,256.27
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	North Inland, North Coastal, and East San Diego	Vehicle Procurement	Capital	Vehicle Procurement	FY 2020	\$ 159,024.00	\$ 159,024.00	\$ 51,892.91	\$ 210,916.91
							FY 2021	\$ 41,029.00	\$ 41,029.00	\$ -	\$ 41,029.00
							TOTAL	\$ 200,053.00	\$ 200,053.00	\$ 51,892.91	\$ 251,945.91
St. Madeleine Sophie's Center (SMSC)	Non-profit	2119 East Madison Avenue El Cajon, CA 92103	Lakeside, Santee, El Cajon, Alpine, Spring Valley, Jamul, Lemon Grove, National City, Poway, Chula Vista, La Mesa, San Diego	Vehicle Procurement	Capital	Vehicle Procurement	FY 2020	\$ 111,307.00	\$ 111,307.00	\$ 29,971.93	\$ 141,278.93
							FY 2021	\$ -	\$ -	\$ -	\$ -
							TOTAL	\$ 111,307.00	\$ 111,307.00	\$ 29,971.93	\$ 141,278.93

CYCLE 10 (Continued)

Section 5310 (FY 2020-2021)

Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
MTS	Transit Operator	1255 Imperial Avenue, Ste 1000 San Diego, CA 92101	MTS Service Area	Vehicle Procurement	Capital	Vehicle Procurement	FY 2020	\$ 90,537.00	Pending		
							FY 2021	\$ 499,900.00			
							TOTAL	\$ 590,437.00	\$ -	\$ -	\$ -
NCTD	Transit Operator	810 Missin Avenue, Oceanside, CA 92054	NCTD Service Area	Vehicle Procurement	Capital	Vehicle Procurement	FY 2020	\$ 477,677.00	\$ 477,677.00	\$ 375,936.27	\$ 853,613.27
							FY 2021	\$ 449,186.00	\$ 449,186.00		\$ 449,186.00
							TOTAL	\$ 926,863.00	\$ 926,863.00	\$ 375,936.27	\$ 1,302,799.27
City of Vista	Local government	200 Civic Center Drive, Vista, CA 92084	92081, 92083, 92084	Vehicle Procurement	Capital	Vehicle Procurement	FY 2020	\$ 52,254.00	\$ 52,254.00	\$ 44,443.44	\$ 96,697.44
							FY 2021	\$ 113,874.00	\$ 113,874.00		\$ 113,874.00
							TOTAL	\$ 166,128.00	\$ 166,128.00	\$ 44,443.44	\$ 210,571.44
San Ysidro Health (SYH)	Non-profit	1601 Precision Park Lane, San Diego, CA 92173	San Diego County's South, Central/Southeastern, and East Regions	Vehicle Procurement	Capital	Vehicle Procurement	FY 2020	\$ 40,105.33	\$ 40,105.33	\$ 20,568.41	\$ 60,673.74
							FY 2021	\$ 42,169.33	\$ 42,169.33		\$ 42,169.33
							TOTAL	\$ 82,274.66	\$ 82,274.66	\$ 20,568.41	\$ 102,843.07
San Diego Center for the Blind	Non-profit	5922 El Cajon Boulevard, San Diego, 92115	Western third of San Diego County	Vehicle Procurement	Capital	Vehicle Procurement	FY 2020	\$ 67,260.00	\$ 67,260.00	\$ 19,495.00	\$ 86,755.00
							FY 2021	\$ -	\$ -	\$ -	\$ -
							TOTAL	\$ 67,260.00	\$ 67,260.00	\$ 19,495.00	\$ 86,755.00
Renewing Life	Non-profit	1058 Camino del Rey, Chula Vista, CA 91910	South County	Vehicle Procurement	Capital	Vehicle Procurement	FY 2020	\$ -	\$ -	\$ -	\$ -
							FY 2021	\$ 37,464.00	\$ 37,464.00	\$ 12,841.02	\$ 50,305.02
							TOTAL	\$ 37,464.00	\$ 37,464.00	\$ 12,841.02	\$ 50,305.02

CYCLE 10 (Continued)

SMG (FY 2020-2021)											
Organization		Location		Project			Funding				
Name	Type	Address	Service Area	Name	Type	Description	Fiscal Year (FY)	Amount Awarded	Amount Expended	Local Match	Total Amount
FACT	CTSA	516 Civic Center Drive, Oceanside, CA 92054	San Diego County	CTSA Services	Mobility Management	Information and referral services	FY 2020	\$ 100,000.00	Active		
							FY 2021	\$ 100,000.00			
							TOTAL	\$ 200,000.00			
FACT	CTSA	516 Civic Center Drive, Oceanside, CA 92054	San Diego County	Brokerage Management	Mobility Management	Manages the brokerage of service providers for the CTSA.	FY 2020	\$ 200,000.00	Active		
							FY 2021	\$ 200,000.00			
							TOTAL	\$ 400,000.00			
FACT	CTSA	516 Civic Center Drive, Oceanside, CA 92054	San Diego County	RideFACT	Operating	Trip Subsidy program through contracted transportation providers which comprise the FACT brokerage when trips cannot be accommodated by existing transportation services.	FY 2020	\$ 200,000.00	Active		
							FY 2021	\$ 200,000.00			
							TOTAL	\$ 400,000.00			
Jewish Family Service (JFS)	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92014, 92037, 92121, 92122, 92130, 92109, 92110 North of I-8, 92111, 2106, 92107, 92110	On the Go: Northern San Diego	Operating	Senior transportation program including shuttle service, taxi scripts, volunteer driver trips in Northern San Diego	FY 2020	\$ 167,414.00	Active		
							FY 2021	\$ 167,414.00			
							TOTAL	\$ 334,828.00			
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	92029, 92084, 92126, 92127, 92128, 92129, 92131, 92025 West of San Pasqual/Highland Valley Road	On the Go: North County Inland	Operating	Senior transportation program including shuttle service, taxi scripts, volunteer driver trips for North County Inland	FY 2020	\$ 161,645.00	Active		
							FY 2021	\$ 161,645.00			
							TOTAL	\$ 323,290.00			
JFS	Non-profit	8804 Balboa Avenue San Diego, CA 92123	91941, 91942, 92103, 92108, 92115, 92116, 92119, 92120, 92123, 92124, 92104, 92105	On the Go: Eastern San Diego	Operating	Senior transportation program including shuttle service, taxi scripts, volunteer driver trips in Eastern San Diego	FY 2020	\$ 168,182.00	Active		
							FY 2021	\$ 168,182.00			
							TOTAL	\$ 336,364.00			
SMG (FY 2020-2021)											
City of La Mesa	Local government	4975 Memorial Drive, La Mesa, CA 91942	La Mesa, Santee, El Cajon, Lemon Grove, Lakeside, Flinn Springs, Oak Glen, Crest, Harbison Canyon, Spring Valley	Rides4Neighbors	Operating	Senior shuttle service, volunteer driver program, volunteer mileage reimbursement, taxi scripts	FY 2020	\$ 142,825.00	Active		
							FY 2021	\$ 145,725.00			
							TOTAL	\$ 288,550.00			
Travelers Aid Society	Non-profit	2615 Camino del Rio South, Suite 103, San Diego, CA 92108	San Diego County	RIDEfinder	Mobility Management	Travel training, information and referral services, trip planning services	FY 2020	\$ 43,500.00	Active		
							FY 2021	\$ 42,000.00			
							TOTAL	\$ 85,500.00			
Travelers Aid Society	Non-profit	2615 Camino del Rio South, Suite 103, San Diego, CA 92108	San Diego County	SenioRide	Operating	Volunteer driver program, volunteer mileage reimbursement, taxi scripts, door-to-door providers, transit vouchers	FY 2020	\$ 200,000.00	Active		
							FY 2021	\$ 200,000.00			
							TOTAL	\$ 400,000.00			
Peninsula Shepherd Center	Non-profit	1475 Catalina Boulevard San Diego, CA 92107	92106, 92107, 92110, 92101	Out and About Peninsula Senior Transportation Program	Operating	Senior shuttle and volunteer driver program	FY 2020	\$ 64,000.00	Active		
							FY 2021	\$ 68,000.00			
							TOTAL	\$ 132,000.00			
City of Oceanside	Local government	300 North Coast Highway Oceanside, CA 92054	Oceanside	Solutions for Seniors on the Go	Operating	Volunteer driver program and shuttle service for peninsula communities.	FY 2020	\$ 75,062.00	Active		
							FY 2021	\$ 128,661.00			
							TOTAL	\$ 203,723.00			

