TRANSPORTATION COMMITTEE AGENDA

Friday, August 19, 2005
9 a.m. to noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• DOWNTOWN COMMUNITY PLAN UPDATE
• MTS COMPREHENSIVE OPERATIONAL ANALYSIS
• TRANSPORTATION PROGRAMS FUNDING UPDATE

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

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+1. APPROVAL OF JULY 15, 2005, MEETING MINUTES
   APPROVE

CONSENT ITEMS (2)

+2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item. Also provided for Committee review are copies of two SANDAG responses sent regarding San Diego State University’s plans to expand parking on campus and senior transportation services.

REPORTS (3 through 5)

+3. DOWNTOWN COMMUNITY PLAN UPDATE: SUBMITTAL OF COMMENTS ON DRAFT PLAN (Alexandra Elias, Centre City Development Corporation; Dave Schumacher)

The Centre City Development Corporation (CCDC) has been undertaking an update to its Downtown Community Plan. The draft plan outlines future growth in downtown San Diego and includes detailed land use and transportation policies that directly relate to policies and objectives contained in our Regional Comprehensive Plan (RCP) and Regional Transportation Plan (RTP). This report provides an overview of the draft plan, focusing on an assessment of its relation to the RCP and RTP. The Transportation Committee is asked to approve a list of comments for submittal to CCDC during the formal public review period for the Downtown Community Plan Update.

+4. METROPOLITAN TRANSIT SYSTEM COMPREHENSIVE OPERATIONAL ANALYSIS (Conan Cheung, MTS; Dave Schumacher)

The Metropolitan Transit System (MTS) is currently undertaking a Comprehensive Operational Analysis (COA) that will develop a set of service and operational recommendations to reshape the current MTS transit system. The goals of the COA are to improve the attractiveness and effectiveness of bus and trolley services and to achieve long-term financial sustainability through increased ridership and productivity. Transportation Chair Joe Kellejian and SANDAG have been active participants in the study process to date, working closely with MTS staff to coordinate the COA with our Independent Transit Planning Review. MTS staff recently outlined the regional transit service concept that establishes guidelines for which markets should be served, how they can best be served, and setting performance standards and service warrants. This item provides an overview of the results of the COA study to date, along with discussion of how the COA is being coordinated with the Independent Transit Planning Review.
The state budget for Fiscal Year 2005-06 includes $1.3 billion in transportation funds from Proposition 42. The 2006 draft Fund Estimate also has been released. This report discusses the allocation process for Proposition 42 funds proposed by the California Transportation Commission and potential regional implications to major transportation projects. Also, Congress approved the re-authorization of the transportation bill. This report provides major highlights of the new bill.

The next two Transportation Committee meetings are scheduled for Friday, September 2, 2005, and Friday, September 16, 2005.

A portion of the September 2 meeting will be held jointly with the Regional Planning Committee.
TRANSPORTATION COMMITTEE
August 19, 2005

AGENDA ITEM NO.: 1

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS
MEETING OF JULY 15, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:06 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Jerry Rindone (South County) and a second by Councilmember Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee approved the minutes from the June 17, 2005, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Councilmember Rindone congratulated everyone for an outstanding ribbon cutting for the Green Line.

Councilmember Emery encouraged Committee members to ride the Green Line if they haven’t already done so. He said it is a line worth taking.

Mayor Art Madrid (East County) echoed those comments. He said that the opening ceremony appeared to be professionally orchestrated, and he was impressed with it.

Mayor Madrid congratulated Councilmember Phil Monroe (South County) on his comments at yesterday’s MTS Board meeting in response to letters received from two County Supervisors requesting that MTS continue heavily subsidized rural bus services. Those same Supervisors opposed the TransNet Extension.

Chair Kellejian echoed statements made about the Green Line. He said that it is already a success. He added that there have been a lot of underground stations in the world, and the San Diego State University (SDSU) Station is second to none.

Leon Williams, Chair of the MTS Board, said that you need to “Be seen on the Green.”

Councilmember Jim Madaffer (City of San Diego) also congratulated everyone on the new line. He thanked MTS staff for arranging a tour in advance of the opening with 35 community leaders. The tour was quite rewarding for them. He reminded Committee members about the significant financial contributions that this region has made toward the
Green Line, and the decision to spend the extra money to route it through the University as opposed to going along Interstate 8 (I-8). Given that fact, he expressed his concern with some of the actions taking place by the SDSU Administration with respect to a project under development for over the past 18 years with the community and the SDSU Foundation. This project encompasses shopping venues and theatres with over 1,000 parking spaces and includes classroom space and 1,400 beds for students. He felt that the Transportation Committee was lulled into producing the necessary funds to move the tracks into SDSU. Now, the University has decided to take this development project over from the SDSU Foundation. The SDSU Administration is exhibiting a mentality that produces discontent within the adjacent community. This development project will receive opposition from the community if the University takes it over. He wants to make sure the University honors the commitment it made to SANDAG and the people when we spent the additional money necessary to go into SDSU.

Action: Upon a motion by Councilmember Madaffer and a second by Mayor Madrid, the Transportation Committee directed staff to add this issue to a future agenda.

Councilmember Monroe announced that Chula Vista Mayor Steve Padilla is our new Coastal Commissioner replacing San Diego Councilmember Scott Peters. He congratulated Mayor Padilla and thanked Councilmember Peters for his service.

Chair Kellejian noted that Councilmember Peters will be formally congratulated at the League of California Cities’ dinner next week in Solana Beach.

CONSENT ITEMS

Chair Kellejian noted that Agenda Item 12 was removed from the Consent Calendar at the request of a member of the public. He asked for a motion on Consent items 3 through 11.

3. 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) QUARTERLY AMENDMENT (APPROVE)

At its July 23, 2004, meeting, the SANDAG Board of Directors adopted the 2004 RTIP, the five-year program of major transportation projects in the San Diego region covering the period from FY 2005 to FY 2009. SANDAG processes amendments to the RTIP on a quarterly basis based on requests from member agencies. The Transportation Committee is asked to adopt Resolution No. 2006-01, approving Amendment No. 10 to the 2004 RTIP.

Councilmember Monroe asked about the change for the City of Coronado. Gary Gallegos, Executive Director, replied that no more than 30 percent of these funds can be used for maintenance purposes.

Councilmember Monroe asked if the amount for local streets and roads is divided differently. Mr. Gallegos responded that the uses for the funds are different in the new TransNet Ordinance than they were in the past TransNet Ordinance. We can use the funds for construction but not maintenance. There is a difference between maintenance and rehabilitation. All three cities are using programmed funds. The TransNet Ordinance
requires each jurisdiction to submit a plan, and the plans have to be found to be consistent with TransNet goals and objectives. In addition, we need to work through the Independent Transportation Oversight Committee (ITOOC). There is no need to program funds that far in advance. We will come back and work through those details with the various cities.

4. TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENTS: CITIES OF CHULA VISTA, EL CAJON, ESCONDIDO, AND LEMON GROVE (APPROVE)

The Cities of Chula Vista, El Cajon, Escondido, and Lemon Grove have indicated that construction has been completed on various bicycle and pedestrian projects. Unexpended TDA funds from these projects remain, and the allocations for these TDA claims must be reduced. The Transportation Committee is asked to approve Resolution No. 2006-02 approving revisions for the various completed projects. Unexpended TDA funds plus accumulated interest would be returned to the Local Transportation Fund.

5. TRANSPORTATION DEVELOPMENT ACT REQUEST FOR APPROVAL FOR A CAPITAL PROJECT FOR NATIONAL CITY TRANSIT SYSTEM (APPROVE)

Included in the FY 2004 TDA Claim No. 253 for the Metropolitan Transit System (MTS) are unused TDA balances held by agencies within the MTS service area. National City Transit has requested $75,000 from its unallocated TDA reserve to purchase radios for its fleet and dispatch center. The MTS Board is scheduled to approve this request at its July 14, 2005, meeting. Subject to MTS Board approval, the Transportation Committee is asked to approve the radio purchase as an eligible TDA capital project for National City Transit.

6. FEDERAL FUNDING FOR HIGH-SPEED MAGNETIC LEVITATION PLANNING (APPROVE)

The U.S. Senate version of the pending federal multi-year transportation reauthorization bill includes a funding program under the Secretary of Transportation for High-Speed Magnetic Levitation (MAGLEV) preconstruction planning. The Transportation Committee is asked to authorize staff to apply for funding through this program or other federal programs to study the feasibility of MAGLEV in the major interregional corridors of Interstates 5, 8, and 15 in the San Diego area. The County of San Diego and the San Diego County Regional Airport Authority have already indicated their support for such an application.

Chair Kellejian commented that including Interstates 5 (I-5), I-8, and I-15 is revolutionary, and we will be looking forward to this MAGLEV feasibility study.

7. AGREEMENT TO ACCEPT A $1,000,000 CONTRIBUTION FROM BARRATT AMERICAN, INC., TO WIDEN STATE ROUTE (SR) 52 (RECOMMEND)

To fulfill a commitment to voters as part of the recent approval to develop Fanita Ranch in the City of Santee, Barratt American, Inc., proposes to contribute $1,000,000 to widen SR 52 in the westbound direction between Interstate 15 (I-15) and Mast Boulevard. The Transportation Committee is asked to recommend that the SANDAG Board of Directors authorize the Executive Director to enter into an Agreement with Barratt American, Inc., to accept the contribution for the design of the SR 52 widening project.
Councilmember Madaffer thanked Barratt American, Inc., for fulfilling its commitment for this money for SR 52.

8. **CALTRANS SETTLEMENT OF CONSTRUCTION CLAIMS FOR THE SR 125 SWEETWATER SEGMENT (RECOMMEND)**

Caltrans has requested that SANDAG provide funds for construction claims on two stages of the SR 125 Sweetwater project. The claims are a result of state-enacted Wage Order 16 requiring contractors to provide construction personnel with a 10-minute break twice a day. Project contingencies for these two projects have been exhausted and therefore require an infusion of new funds to settle the outstanding claims. The Transportation Committee is asked to recommend that the Board of Directors approve the settlement of the SR 125 Sweetwater construction claims.

9. **INDEPENDENT TRANSIT PLANNING REVIEW – SUMMARY OF SECOND PEER REVIEW PANEL MEETING (INFORMATION)**

This item summarizes the results of the second meeting of the Peer Review Panel, which was held June 20-21, 2005.

10. **LOS ANGELES–SAN DIEGO–SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN) BOARD OF DIRECTORS MEETING REPORT (INFORMATION)**

The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak’s Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak’s fastest growing. This report summarizes the actions from the LOSSAN Board meeting on June 1, 2005.

11. **CALIFORNIA STATEWIDE HIGH-SPEED PASSENGER RAIL SYSTEM QUARTERLY UPDATE (INFORMATION)**

The California High-Speed Rail Authority (CHSRA) is the state agency responsible for planning, constructing, and operating a high-speed train system serving California’s major metropolitan areas. The proposed system stretches over 800 miles and would connect San Diego, Los Angeles, the Central Valley, San Francisco, and Sacramento using a state-of-the-art, electrified system capable of speeds in excess of 200 miles per hour. SANDAG continues to monitor and comment on the work of the CHSRA. This report is the regular quarterly update to the Transportation Committee.

Chair Kellejian noted that on Page 2 of this item it states that the release of the final program-level EIR/EIS report will occur on July 27 at the CHSRA Board meeting in Anaheim. He said that the actual date for this program release will be August 3 at the Orange County Transit Authority.

**Action:** Upon a motion by Councilmember Rindone and a second by Councilmember Jerome Stocks (North County Transit District [NCTD]), the Transportation Committee approved Consent Items 3 through 11, including Resolution Nos. 2006-01 and 2006-02.
12. SENIOR TRANSPORTATION PROGRAM ACTIVITIES STATUS REPORT (INFORMATION)

The March 2004 recommendations of the Senior Access Task Force were to provide short-, mid-, and long-term programs addressing the issue of senior transportation within the region. Since December 2004, staff has initiated work on the mid-term program that includes establishing an inventory of existing transportation services for seniors and conducting a survey of older adult travel needs to better identify and plan for new senior transportation service options that could be implemented through the TransNet Senior Transportation mini-grant program. This report includes an outline and status of activities related to the mid- and long-term programs.

Public Comment:

Gary Baldwin, representing the Transportation Action Group of ECAN (East County Action Network), requested that the Transportation Committee provide a letter of endorsement for programs that impact the low-income seniors and disabled persons of our community, including ZipTrip. The ZipTrip program is a volunteer transportation effort that needs the support of regional agencies such as SANDAG. The necessary budgets to run these community-level transportation services are acquired by achieving recognition. A letter of endorsement from SANDAG would give ECAN the recognition and some advantage to approach potential fund sources. ZipTrip is a small service with long-range goals that would spread throughout the county. He offered to meet with staff on this. He recognized other nonprofit agencies that are providing similar services, such as the Jewish Family Services’ College Avenue Senior Center and FISH. He said these small programs fill a gap at the community level that cannot be accomplished through large public services. Chair Kellejian stated that this matter will be referred to staff.

Toni Bates, Division Director of Transportation reported that this agenda item talks about a long-term program designed to address these issues. The mid-term program is underway and includes: the conduct of a survey of all the resources in our region to create a comprehensive inventory of existing transportation services and resources, the conduct of a survey of older adults to identify senior-based travel patterns and demands, identification and mapping of subregions based on senior travel patterns and the available/required resources, identification of gaps/deficiencies in senior transportation for each subregion, compilation of a list of “best practices” using the senior transportation studies, evaluation and identification of best service option(s) for each subregion, and a presentation of those findings to the local communities and jurisdictions. She noted that the long-term program is tied to the TransNet Extension and includes a mini-grant program to support the planning and development of innovative new transportation services for seniors.

Mr. Baldwin stated that the mini-grant program is 3-4 years in the future. He hoped that it will not have arbitrary factors for award.
Action: Upon a motion by Councilmember Stocks and a second by Councilmember Madaffer, the Transportation Committee unanimously approved this item.

CHAIR’S REPORTS

13. Chair Kellejian indicated that summary highlights from the Blue Ribbon Committee meeting on July 12, 2005, were distributed to the Committee. He stated that a detailed report on the MTS Comprehensive Operational Analysis (COA) is scheduled for the August 19 meeting. Also, MTS staff will report on the COA technical committee at that time.

REPORTS

14. (THIS ITEM HAS BEEN INTENTIONALLY LEFT BLANK.)

15. TRANSPORTATION PROJECT COST OVERVIEW (INFORMATION)

Richard Chavez, Senior Engineer, reported that prices have been going up and affecting the cost of our transportation projects. A number of sources were used for this study. This presentation will focus on key trends, impacts on the region, opportunities for containing cost, and next steps.

Mr. Chavez reported that the Caltrans annual index from 1972 to 2002 tracked the cost of transportation projects including materials. Since 1980 the index has tracked consistently at a compounded rate of about 2.6 percent. In early 1980 it was more volatile. The price of oil affected the construction index. The current spike is affected by the price of oil. The 2002 price of oil and the price of construction have tracked on a parallel course.

Mr. Chavez showed the Caltrans quarterly index from 2002 to 2005 that indicated a sharp decrease in 2003, and a normalized rate against national indices. The quarterly comparison and forecast between 2002 and 2005 showed an average increase of about 7 percent. Mr. Chavez showed a comparison between California and two other states, Colorado and Oregon, which indicated higher costs than California. The 2001-2005 construction and home index showed a parallel increase as well.

Mr. Chavez reviewed several construction issues including reduced work windows and material site shortages. He said that premiums are paid for reduced work windows. He showed a map that displayed the asphalt and concrete material sites in the San Diego region. He noted that a number of those sites will disappear in the near future. He added that the SR 78 corridor will have no nearby material sites next year.

Mr. Chavez discussed process issues such as increasing regulations, stakeholder involvement, and increasing litigation. The potential impacts of these issues relate to delivery schedules, project scopes, and program scopes.
Mr. Chavez suggested a number of opportunities to offset the challenges: innovative contracts (A+B [bid on price plus the schedule, and design-build processes]), increased work windows, improved right-of-way processes, and increased material site locations.

Mr. Chavez said that the next steps include working with SANDAG’s many transportation partners to improve forecasting, working on refining cost estimates for transportation projects, updating 2002 budgets established in the TransNet Ordinance, and developing a Plan of Finance. He noted that more recent revenue forecasts have increased by about 20 percent. He reminded the Committee that the TransNet program relies on 20 percent subsidy from the state and federal government. We may not have state funds, and we are waiting for Congress to adopt a new federal transportation act. We will provide more information when the state and federal funding issues have been finalized.

Mayor Madrid asked what we can do to replace this loss of asphalt plants. Mr. Gallegos agreed that this is a challenge and an opportunity. From a staff perspective, we will work with the local jurisdictions. The industry is trying to get a plant permitted in Escondido. The Association of General Contractors (AGC) and the Engineering and General Contractors Association (EGCA) are working with jurisdictions to try to get material plants permitted.

Councilmember Stocks questioned the 7 percent rate of cost increases when bids are coming in with 20 or 30 percent increases. Mr. Chavez said that all projects vary so there may be some projects that are 20 or 25 percent higher, but others come in within the Engineer’s Estimate or lower. Overall the rate has been 7 percent.

Mayor Madrid noted that one reason the cost of I-15 has increased is the cost of litigation. Both SR 125 and SR 56 were delayed for a significant number of years due to litigation and the rising costs during that time frame. He doesn’t think the general public understands the situation and suggested we provide them with information.

Marney Cox, Chief Economist, said that one of the things we are looking at is a change in our forecasting process. This will provide an opportunity to identify cost increases individually as they impact the cost of the projects. We will be able to identify escalating problems. Mr. Gallegos added that not only will we be able to identify the type of litigation that causes the most problems, but we will be able to try to get a handle on ways to contain those costs.

Mayor Madrid asked that staff report back to the Transportation Committee with a couple of examples of projects and the reasons for their cost increases. Mr. Gallegos agreed to do that, and stated that SR 125 is a good example. He said that on average it takes 5-10 years to complete an environmental document. On a project like SR 125, it has been 12-13 years due to a number of lawsuits. We prevailed through those lawsuits, but the cost of the project has increased from $400 million to $500-$600 million.

Mayor Pro Tem Gallo (NCTD) said that we could use that same argument for a lot of projects. Mr. Chavez noted that on transportation projects, right-of-way costs can make up 50 percent of the project costs.
Brad Barnum, representing AGC, thanked the Committee for its support of Proposition 42 in the state budget. He also recognized Supervisors Roberts and Slater-Price and Lemon Grove Mayor Mary Sessom for their efforts as well. He said that the lack of aggregate is a big problem. Granite Construction is proposing a rock quarry in Riverside County. He asked for support of that proposal. He stated that two issues, tight work windows and storm water requirements, continue to increase costs, and contractors can only work five hours versus eight. As costs continue to rise they are being included in bids. There also are issues related to Caltrans and consistency with staffing and the management of jobs. The AGC is committed to working with Caltrans and SANDAG on these issues.

Dan Fauchier, representing EGCA, provided statistics related to the asphalt market in San Diego County. In 2008, without any new facilities, the asphalt production capabilities in San Diego County will be 750,000 tons less than in 2004. This represents 27 percent of today’s demand. North County will be served by Miramar, which is 30 miles away, or Corona, which is 65 miles away. In 2010, the largest plant in San Diego will close, taking another 500,000 tons of production out of availability. In five years, production capabilities will be able to cover only half the demand for asphalt in San Diego County. He noted that there is a two-year minimum time frame to permit, construct, and start an asphalt plant after the location is secured.

Mr. Fauchier said that we have a true pending crisis that will affect prices and availability. San Diego is at the forefront of the problem in California. The next area with rock and sand shortages is the greater Los Angeles basin. We are currently importing sand from as far away as Vancouver, Canada, and Mexico. He urged the Transportation Committee to take an open view and encourage the addition of asphalt plants.

Councilmember Madaffer asked if Mexico was prohibiting the exportation of sand. Mr. Fauchier said that he has heard about that, but as yet it hasn’t happened; they are still able to import sand from Mexico.

Mayor Madrid asked if is there is any way to place a dollar value on the increase of that product for monitoring purposes. Mr. Fauchier replied that sand suppliers won't give him numbers due to price fluctuations; however, he has seen 30-40 percent price increases on some materials due to work in China.

Mayor Madrid said that the public needs to understand the costs associated with obstructionism.

George Weir, representing Weir Asphalt Construction in Escondido, said that he has been in the asphalt business and a contractor since 1980. He has witnessed the decrease in the number of asphalt plants from seven plants to one plant. He noted that the same region is served by eight concrete plants. He pointed out that there is only a two-hour shelf life for asphalt so they don’t have time to travel long distances from plants to jobs. The asphalt industry has not done a good job of getting out the message. He said that new asphalt plants are very clean and take a lot less space than in the past. They have seen an asphalt price increase of 20 percent and are looking at a 30 percent increase for the future. This increase has a dramatic impact on everyone. He asked that the Transportation Committee support local cities, like Escondido, that are considering approval of an asphalt plant permit.
We need to have a local source for this material. He said that there are a lot of misconceptions about this industry.

Councilmember Emery wondered if there is a possibility of merging two projects or a series of projects. The San Diego County Water Authority is embarking on a project related to the El Capitan Reservoir that includes a tunnel. A lot of rock will come out of that project. He asked if there is a way that the rock can be used for materials production.

Chair Kellejian asked Councilmember Gallo to keep the Committee informed about the efforts to site an asphalt plant in Escondido.

Chair Kellejian asked Mr. Barnum to report back to the Committee about the rock quarry proposal in Riverside County near I-15.

Supervisor Pam Slater-Price (County of San Diego) said that it sometimes can be counterproductive to have one region support a project outside its area. She was not sure if a public show of support is the best way to go about it and suggested that the AGC evaluate this effort carefully.

Councilmember Peters suggested that staff follow up with the Water Authority on the project mentioned by Councilmember Emery.

Supervisor Ron Roberts (County of San Diego) mentioned that Supervisor Greg Cox has an excellent ongoing relationship with the Supervisors in Riverside County and suggested that the AGC brief him on the rock quarry project.

Councilmember Monroe brought up another problem, which is the lack of trades people. He recently talked with the president of a local organization who said that there will be a shortage of trades people in the State of California. He mentioned that the trades have apprentice programs.

Councilmember Monroe announced that Coronado will be opening a new city hall and community center today.

Councilmember Gallo stated that the proposed asphalt plant in Escondido would be environmentally cleaner burning than the new Sempra plant.

Mr. Gallegos said that a place to start is for staff to work with the industry and determine where the opportunities are and report back to the Transportation Committee. We can play an advocacy role once we determine where the opportunities lie.

Councilmember Monroe asked if the material plants have to disappear. Mr. Weir said that six of the seven plants are already gone and have been replaced by commercial development or housing. The one remaining North County asphalt plan is in San Marcos near the University of California (UC) San Marcos, and there are no agreements in place to ensure its continuing existence.
Mayor Madrid asked if there is a product that can be substituted for the aggregate, such as rubber. Mr. Weir stated that they already use rubber in the industry.

Mayor Madrid said that the supply of sand from Mexico was interrupted for a period of time as a result of politics in Mexico.

**Action:** Upon a motion by Councilmember Rindone and a second by Councilmember Emery, the Transportation Committee directed staff to work with the industry on this issue.

16. **UPCOMING MEETINGS**

Chair Kellejian noted that the meeting scheduled for Friday, August 5, 2005, has been cancelled. The next meeting of the Transportation Committee is scheduled for August 19, 2005. He also mentioned that there will be a joint meeting with the Regional Planning Committee on September 2, 2005, on the Smart Growth Pilot Program.

17. **CLOSED SESSION PENDING LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9: REGIONAL WATER QUALITY CONTROL BOARD COMPLAINT NO. R9-2005-0062 AGAINST MTDB/MTS REGARDING THE MISSION VALLEY EAST LIGHT RAIL TRANSIT PROJECT; CONFERENCE WITH LEGAL COUNSEL**

Councilmember Rindone asked for a legal counsel opinion on whether he, Councilmember Emery, and Supervisor Roberts as MTS Board members, could participate in this closed session. Julie Wiley, Deputy General Counsel, stated her belief that MTS and SANDAG interests are aligned and there are no conflicts of interest.

Chair Kellejian adjourned the meeting into a closed session at 10:14 a.m. The meeting was reconvened into open session at 10:44 a.m.

Ms. Wiley reported the following from the closed session: the Transportation Committee was informed of the status of settlement negotiations and directions were given to negotiators.

18. **ADJOURNMENT**

Councilmember Rindone announced a celebration to rename SR 125 the South Bay Expressway on Friday, July 22, 2005, at 12 Noon, at Sweetwater Summit Park. He invited Transportation Committee members and alternates to this ceremony, which includes a luncheon. Mr. Gallegos noted that there is a SANDAG Board meeting that morning.

Chair Kellejian adjourned the meeting at 10:47 a.m.

Attachment: Attendance Sheet
### CONFIRMED ATTENDANCE
#### SANDAG TRANSPORTATION COMMITTEE MEETING
#### JULY 15, 2005

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<tr>
<td>County of San Diego</td>
<td></td>
<td>Ron Roberts</td>
<td>Member</td>
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<td></td>
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<td>Pam Slater-Price</td>
<td>Alternate</td>
<td>Yes</td>
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<td>Dianne Jacob</td>
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<tr>
<td>Metropolitan Transit</td>
<td>City of Poway</td>
<td>Bob Emery</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td>Development Board</td>
<td>MTS</td>
<td>Leon Williams</td>
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<tr>
<td>North County Transit</td>
<td>City of Encinitas</td>
<td>Jerome Stocks</td>
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<tr>
<td>Development Board</td>
<td>City of Vista</td>
<td>Judy Ritter</td>
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<td>City of Escondido</td>
<td>Ed Gallo</td>
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<td>Yes</td>
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<tr>
<td>San Diego County Regional</td>
<td>City of Lemon Grove</td>
<td>Mary Sessom</td>
<td>Member</td>
<td>No</td>
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<tr>
<td>Airport Authority</td>
<td>Governor’s Appointee</td>
<td>Xema Jacobson</td>
<td>Alternate</td>
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<tr>
<td>ADVISORY/LIAISON</td>
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<td>Pedro Orso-Delgado</td>
<td>Member</td>
<td>No</td>
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<tr>
<td>Caltrans</td>
<td></td>
<td>Bill Figge</td>
<td>Alternate</td>
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<tr>
<td>Regional Planning</td>
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<td>Sandor Shapery</td>
<td>Member</td>
<td>Yes</td>
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<td>Stakeholders Working Group</td>
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</table>

08/12/2005 10:24 AM
July 22, 2005

President Stephen L. Weber
Office of the President
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-8000

SUBJECT: SDSU 2005 Campus Master Plan Revision

Dear President Weber:

It was good to see you at the Mission Valley East ribbon cutting earlier this month. The new transit center will serve SDSU well for years to come. As the campus expands in those future years, some of our Board members were concerned about how well the Master Plan is coordinated with the expanded trolley system. As a result, staff has reviewed the SDSU 2005 Campus Master Plan Revision.

The Campus Master Plan Revision contains a thorough analysis of the transportation impacts of the additional campus facilities. The analysis in the EIR acknowledges the decreased need for parking due to the new Green Line trolley service to the SDSU campus, now open to all users. However, in section 3.13.9.2, Future Parking Requirements, the EIR states on page 3.13-86 that “...there are 16,121 parking spaces planned for the horizon year; this is approximately 2,800 parking spaces more than the projected demand.”

As you noted at the ribbon cutting, the Green Line better connects the campus to the rest of the region, affording people the opportunity to bypass traffic and parking congestion that affect the campus and surrounding neighborhoods. However, by providing more than the required parking in its Master Plan, I am afraid the university is sending the wrong message to its students and faculty. The provision of excess parking could easily be creating an environment which discourages travelers from using a transit system that now serves the campus directly.

We hope the university will reevaluate the number of parking spaces to be provided for students, faculty and visitors. Through extensive collaboration, the University, SANDAG, and MTS brought the trolley to San Diego State and we should all strive to maximize the use of this $506 million investment.

Now that the time table for the Master Plan has been extended two months, I hope that the university will reevaluate its transportation plan so that it encourages increased transit usage to access the campus and foregoes the need for any parking spaces beyond those required to mitigate the
Master Plan Revision. We also would recommend that the University continue to promote alternative modes of transportation for students, faculty, and staff by subsidizing transit passes or including the cost of the pass in each student's tuition; providing bicycle facilities on campus, building student housing on campus and near adjacent transit stations, and concentrating density adjacent to the SDSU transit station. We would be happy to work with you in the future in this regard.

Sincerely,

GARY L. GALLEGOS
Executive Director

GLG/MHH/mho

cc: W. Anthony Fulton, Director of the Office of Facilities Planning and Management
August 19, 2005

TO: SANDAG Transportation Committee

FROM: Lydia Callis, CTSA Coordinator

SUBJECT: Senior Transportation Public Comment Follow-up

This memorandum is intended to help clarify some of the issues brought forward through public comment at the July 15, 2005, Transportation Committee meeting regarding Item #12, Senior Transportation Program Activities Report.

Discussion

ZipTrip began in October of 2004 as a volunteer-based transportation program implemented through the East County Action Network’s (ECAN) transportation committee in collaboration with Lutheran Social Services (LSS). The program serves lower-income seniors residing within the Spring Valley zip code (91977), unable to utilize traditional forms of public or private transportation.

The speaker, Mr. Baldwin, brought this and other “supplemental” transportation programs to the committee’s attention, promoting their value at the local level and seeking letters of endorsement from SANDAG to assist in securing future funding for these community-based services.

Assistance Offered

After Mr. Baldwin’s public comment, I informed Mr. Baldwin that the CTSA (Coordinated Transportation Services Agency) program at SANDAG is aware of ZipTrip and maintains a list of all supplemental or community-based services available within the County of San Diego. The CTSA provides information about these services through its STRIDE San Diego web site (www.stridesd.org). STRIDE is an online search engine for specialized transportation and includes a Referral by Region document. The referral list identifies all transportation programs available by corresponding zip code. I also let Mr. Baldwin know that the CTSA program is the appropriate conduit for any technical assistance or letters of support to expand or sustain its transportation efforts.
Conclusion

CTSA staff will offer technical assistance and forward information on any potential funding sources to Mr. Baldwin via ECAN. ZipTrip and ECAN will also be notified about the TransNet Extension Transportation mini-grant program activities, including the results of the transportation resource and older adult travel surveys currently underway. These results are to be used to prepare the grant criteria and processes involved in the administration of the mini-grant program.

I explained to Mr. Baldwin that the TransNet Extension mini-grant funding will be available beginning in FY 2009 (July 1, 2008) and that ZipTrip would be eligible to apply for a grant under this program. As a regional agency, SANDAG will consider programs to address the transportation needs of seniors throughout the region for distribution of funds included in the mini-grant program on a grant award basis.

LCAL:dda

Attachments: 1. CTSA Brochure
              2. Referral by Region Document
The mission of the Coordinated Transportation Service Agency (CTSA) is to expand the availability and economic utilization of specialized transportation services by improved use and coordination of existing resources. The CTSA is an information connection for specialized transportation providers. CTSA staff offers technical assistance and public outreach in a professional and friendly manner as a means of increasing awareness of specialized transportation options.

In an effort to coordinate transportation services, the CTSA offers the following services to providers and the general public:

- Information and Referral Services (www.stridesd.org)
- Workshops and Safety Roundtables (vehicle safety, DVIR, etc.)
- Federal Capital Grant Assistance (FTA Section 5310)
- Specialized “Best Practices” Program Library (coming soon)
- Community Presentations & Technical Assistance
- Transit Travel Training Services
- ADA Paratransit & Specialized Transportation Training
- Maintain an Inventory of Existing Resources (www.stridesd.org)
- Identify potential partnerships between public & private services
In 2004, the San Diego Association of Governments (SANDAG) assumed responsibility for the CTSA. SANDAG has integrated existing and/or potential specialized transportation services into the current short-and long-term transportation planning efforts for the entire region. This provides a mechanism at SANDAG for setting priorities and funding decisions for specialized social service transportation.

If you would like more information on CTSA services or workshops, please contact Lydia Callis at (619) 699-7330 or lcal@sandag.org or visit the STRIDE, San Diego Web site at www.stridesd.org.
This information is also available online, visit www.stridesd.org for more information regarding services.

### MULTI-AREA SERVICES

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<thead>
<tr>
<th>Service</th>
<th>Phone Number</th>
<th>Notes</th>
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<tbody>
<tr>
<td>American Cancer Society</td>
<td>1.800.227.2345</td>
<td>Volunteer drivers for individuals diagnosed with cancer</td>
</tr>
<tr>
<td>California Paratransit Services Inc.</td>
<td>619.231.9657</td>
<td>Transportation services for the ambulatory, handicapped and senior citizen; Fee: $2 per mile</td>
</tr>
<tr>
<td>CARE Act Transportation</td>
<td>619.527.1287</td>
<td>County-wide service, van transportation &amp;/or bus pass/token program for individuals infected or affected by HIV/AIDS</td>
</tr>
<tr>
<td>Cloud 9 Shuttle</td>
<td>619.278.8877</td>
<td>Service to and from airport, wheelchair lift; call for fee.</td>
</tr>
<tr>
<td>Coaster</td>
<td>800.262.7837</td>
<td>Services Oceanside, Carlsbad, Encinitas, Solana Beach, Sorrento Valley, Old Town &amp; San Diego; call for fee.</td>
</tr>
<tr>
<td>Menalo Transportation Service</td>
<td>858.922.0091</td>
<td>Services San Diego and all of North County, $20+ depending on distance, M-F after 3:30pm &amp; Sat.</td>
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<tr>
<td>AIS (Aging &amp; Independence Services)</td>
<td>1.800.510.2020</td>
<td>Call center which may be able to connect seniors with volunteer drivers (based on availability)</td>
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<tr>
<td>Scripps Ranch Senior Services</td>
<td>858.271.4507</td>
<td>For all persons needing transportation. $10 per pick up + $1 per mile. Wheelchair lift equipped.</td>
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<tr>
<td>Senior Companion Program (LSS)</td>
<td>858.549.4542</td>
<td>Volunteer seniors driving seniors; call for availability</td>
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<tr>
<td>USA Cab</td>
<td>619.231.1144</td>
<td>wheelchair-lift equipped taxi service</td>
</tr>
<tr>
<td>Yellow Cab</td>
<td>619.239.8061 ext 1314</td>
<td>provides 10% discount to Seniors 60+</td>
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### HOSPITAL TRANSPORTATION LIST

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<thead>
<tr>
<th>Hospital</th>
<th>Phone Number</th>
<th>Notes</th>
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<tbody>
<tr>
<td>Alvarado Hospital</td>
<td>619.407.4690</td>
<td>Transports clients within a 7 mile radius to and from hospital</td>
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<tr>
<td>Bayview Hospital</td>
<td>619.407.4690</td>
<td>Reservations made by the doctor’s office 24 hours in advance</td>
</tr>
<tr>
<td>Paradise Valley Hospital</td>
<td>619.470.4280</td>
<td>Transports clients to and from hospital; for mental health purposes only</td>
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<tr>
<td>Scripps La Jolla</td>
<td>858.432.3656</td>
<td>Services Via de la Valle &amp; Palomar Airport; transports to/from Scripps Encinitas &amp; Scripps Physician's Offices</td>
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<tr>
<td>Scripps Mercy Hospital</td>
<td>619.294.8111 or 619.407.4690</td>
<td>Reservations should be made 3 days in advance; wheelchair lift equipped</td>
</tr>
<tr>
<td>SHARP Cabrillo, Grossmont, Chula Vista, Memorial, Reese-Steely, Rehabilitation</td>
<td>619.644.4288</td>
<td>Transports patients to and from SHARP facilities</td>
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</table>
Tri-City Medical Center 760.940.7433
Transports clients to Tri-City Medical Center only
Reservations must be made 48 hours in advance; wheelchair lift equipped.

VA Hospital 858.552.7470
Disabled American Veterans: provides service for veterans to VA Hospital morning appointments
Reservations should be made 1-2 weeks in advance

Villaview Community Hospital 619.582.3516 x3126
24-hour free transportation for in-patient/out-patient services

MEDI-CAL TRANSPORTATION PROVIDERS

Aces Wheelchair Services 619.477.5246
Wheelchair-lift equipped

American Medical Response 858.492.8111 or 760.726.4842
M-Su, 24 hours. For patients at Sharp, Kaiser, Scripps, Alvarado, and Secure Horizons.
Call secure Horizons to see if eligible. No wheelchair transport but will transport gurney.

Angel Flight 310.390.2958 or 310.398.6123
For needy individuals that are able to get in & out of small aircraft; request needs to come from a DR or SW.
Less than 500 miles; based in Santa Monica, but will go throughout CA

Balboa Ambulance 619.295.1942
Ambulance, wheelchair, & Gurney; Emergency Medical Calls
Medi-Cal covers trip to nearest ER

Bel-Mar Medical 760.568.8023 or 760.347.6401
Gurney & wheelchair lifts

Bowers Ambulance Service 619.295.5511
M-Su, 24 hours. For patients going into emergency facilities or for surgical procedures.

Care-A-Van 800-326-2450 or 760.739.5199
Serving all of San Diego County.
Fee: $75 roundtrip + $2.35 per mile.

Care Medical 888.647.6100
Ambulance transportation for emergencies ($325 + $12/m) & non-emergencies ($265 + $12/m)
Services Metropolitan San Diego only; Gurney & wheelchair lifts

Critical Air 619.571.8944
Air ambulance; First flight free; payment of $1,000 + thereon

East County Fire Department 619.579.6034 or 800.772.6552
Wheelchair lift equipped

Laidlaw 619.440.1215
M-Su, 24 hours, Non/Emergency medical transportation.
Accepts Medi-Cal for Dialysis patients.

Meda-Car Transportation 619.296.9300
Fee: $29.95 round trip plus mileage. Wheelchair lift equipped.

No Vacancy 760.471.534
County-wide service, wheel chair lift, no charge to Medi-Cal recipients (10 mile limit),
$67.50 round trip or $2.50 per mile for non-Medi-Cal recipients

Rainbow Medical Transport Service 619.427.5610
Only for people in wheelchairs; Wheelchair lift equipped

San Diego Medical Services 858.499.1500
Wheelchair lift equipped

Schaeffer Ambulance 619.583.0454
Wheelchair lift equipped

SoCal Medical 858.748.0573
County-wide service, wheel chair lift, no charge to Medi-Cal recipients

Trans-Med 858.672.7490
Wheelchair lift equipped

ADA PARATRANSIT FOR IMPERIAL COUNTY
AIM 760.337.8002
NON-TRANSPORTATION RELATED SERVICES

AAA Senior Choices 858.547.4426
FREE information and referral service for seniors residing in the San Diego County area.
Assist seniors, their families, and practitioners to find appropriate in-home care or housing facility.

Ability Center 619.541.0552 or 800.456.1371
Sales, rentals and services of new and used wheelchair lift equipped vans.
Cost: $89 per day (accepts Medical)

Call Doc 800.CALL.DOC (800.225.5362)
This is a mobile treatment center for non-emergency medical attention.
Accepts medicare and most private insurance.

Cedar Park Pharmacy 760.630.8806
Delivers prescriptions to people's homes.
Delivery area includes Oceanside, Vista, and Carlsbad. Fee: $3

Coach USA Bus Sales 619.491.0011
Rents out buses that can accommodate 1 wheelchair.
Cost: $330 for first 4 hours and $60 each additional hour.

Competitively Managed Solutions 760.945.6606
Provides shopping services to homebound seniors and persons with disabilities.
Services most of north county. Charge: cost of items only.

DB Van Conversions 619.474.4072
Does van conversions for wheelchair access.

ElderHelp 619.284.9281
This is a community resource for seniors and their families.
Offers various social services pertaining to housing, legal issues, grocery shopping, health, and I&R.

LH Counseling & Consultation 866.66.LHICC or 858.775.2076
Helps you and your loved one cope, by providing information, education, compassion and guidance to manage elder care needs. Provides assistance with identifying doctors, home care providers, bereavement support or placement facilities.

Lifeline Southwest 760.724.8858
Provides quick emergency intervention in case of medical incident or an accident.
Cost varies: Communicator Plus is $45 per month and $5 one-time installation fee.

LivHOME 619.544.1622
Finds solutions that enable seniors to remain in their own homes.
Services include in-home care by LivHOME caregivers; care management; social activities; vacation respite; errand service; bill paying; counseling; crisis prevention and intervention; advocacy and support; and on-call, 24-hour professional assistance.
LiveHOME is THE ONLY ACCREDITED PROVIDER of non-medical home care in California.

Med-Care Pharmacy 760.758.7781
Delivers prescriptions to people's homes. Delivery area includes Oceanside and Vista.
Fee: $3 for most insurance providers (no charge to Medi-Cal and Medicare)

Wheelchair Getaways, Inc. 877.388.4883
Rental vans for wheelchair users.

Wheelers West 800.242.4111 or 800.456.1371
Mini-van rentals, nationwide service, lowered floors, tuck-away ramps.

TRANSIT TRAINING

Community Options 858.693.6932
Erica Beall provides individual training on utilizing the public bus, trolley or coaster transit systems available in the San Diego region

Interim Mobility Trainer at NCTD 760.966.6561
Contact Joyce Breaux for information on Travel Training classes

91901-ALPINE

Rural Bus: 1.800.858.0291
Metropolitan Transit System (MTS): 619.233.3004
Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.
Flex route transportation for East County back country. All MTS Rural buses are lift equipped.

MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route - must be ADA certified and live within designated service area. $3.50 per trip

MTS Suburban service area extends only 3/4 of a mile from fixed route transit:
Call 1.800.921.9664 to verify address is within service area
91902-BONITA
MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $3.50 per trip
MTS Suburban service area extends only 3/4 of a mile from fixed route transit:
Call 1.800.921.9664 to verify address is within service area

91905-BOULEVARD
Rural Bus: 1.800.858.0291
Metropolitan Transit System (MTS): 619.233.3004
Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.
Flex route transportation for East County back country. All MTS Rural buses are lift equipped.

91906-CAMPO
Rural Bus: 1.800.858.0291
Metropolitan Transit System (MTS): 619.233.3004
Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.
Flex route transportation for East County back country. All MTS Rural buses are lift equipped.

91910, 91911, 91913, 91914, 91915-CHULA VISTA
Caring Neighbors-Lutheran Social Services: 619.476.7055
Provides free transportation twice a month to Seniors or disabled, who meet the income requirement and live in Chula Vista. The trips are for medical appointments and necessary errands.
Chula Vista Transit (CVT): 619.233.3004
Fixed route transportation for Chula Vista. All vehicles are wheelchair lift equipped.
Trolley Station 1.800.266.6882 (or 1.800.commute)
Light rail transit provided by MTS
Bayview Hospital 619.585.4634
Transports clients within a 7-mile radius to and from Hospital only; Will transport mental health patients
Saint Charles Nutrition Center 619.423.2877
Services 91911, 92154, 91932 only - Provides transportation to and from center to eat; No fee.
SHARP- Chula Vista 619.644.4288
Transports clients to and from hospital only; Call as far in advance as possible
MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $3.50 per trip

91916-DESCANSO
Rural Bus: 1.800.858.0291
Metropolitan Transit System (MTS): 619.233.3004
Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.
Flex route transportation for East County back country. All MTS Rural buses are lift equipped.

91917-DULZURA
Rural Bus: 1.800.858.0291
Metropolitan Transit System (MTS): 619.233.3004
Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.
Flex route transportation for East County back country. All MTS Rural buses are lift equipped.

91931-GUATAY
Rural Bus: 1.800.858.0291
Metropolitan Transit System (MTS): 619.233.3004
Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.
Flex route transportation for East County back country. All MTS Rural buses are lift equipped.
91932-IMPERIAL VISTA
Trolley Station 1.800.266.6882 (or 1.800.commute)
Light rail transit provided by MTS
Saint Charles Nutrition Center 619.423.2877
Services 91911, 92154, 91932 only - Provides transportation to and from center to eat; No fee.
MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-must be ADA certified and live within designated service area. $3.50 per trip

91934-JACUMBA
Rural Bus: 1.800.858.0291
Metropolitan Transit System (MTS): 619.233.3004
Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.
Flex route transportation for East County back country. All MTS Rural buses are lift equipped.

91935-JAMUL
Rural Bus: 1.800.858.0291
Metropolitan Transit System (MTS): 619.233.3004
Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.
Flex route transportation for East County back country. All MTS Rural buses are lift equipped.

91941, 91942-LA MESA
FISH: 619.390.0399
Transportation provided by volunteers. No charge, medical appointments; not wheelchair accessible.
Rural Bus: 1.800.858.0291
Metropolitan Transit System (MTS): 619.233.3004
Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.
Flex route transportation for East County back country. All MTS Rural buses are lift equipped.
Trolley Station 1.800.266.6882 (or 1.800.commute)
Light rail transit provided by MTS
SHARP Grossmont 619.644.4288
Transports clients in the La Mesa area; call as far in advance as possible
MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-must be ADA certified and live within designated service area. $3.50 per trip

91945-LEMON GROVE
FISH: 619.390.0399
Transportation provided by volunteers. No charge, medical appointments; not wheelchair accessible.
Metropolitan Transit System (MTS): 619.233.3004
Fixed route transportation for East County. All MTS buses are wheelchair lift equipped.
Lemon Grove Shuttle (Regional Fixed): 6193233.3004
Trolley Station 1.800.266.6882 (or 1.800.commute)
Light rail transit provided by MTS
MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-must be ADA certified and live within designated service area. $3.50 per trip

91948-MT LAGUNA

91950-NATIONAL CITY
Samahan Senior Citizen Center: 619.234.1360
Provides a shuttle service to and from the center in the National City area.
Cost is $1/week for the hours of 8-1:30pm.
Trolley Station 1.800.266.6882 (or 1.800.commute)
Light rail transit provided by MTS
MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-must be ADA certified and live within designated service area. $3.50 per trip
<table>
<thead>
<tr>
<th>ZIP CODE</th>
<th>LOCATION</th>
<th>PHONE NUMBER</th>
<th>TRANSPORTATION TYPE</th>
<th>FEES</th>
<th>EQUIPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>91962-PINE VALLEY</td>
<td>Rural Bus: 1.800.858.0291 Metropolitan Transit System (MTS): 619.233.3004</td>
<td>Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.</td>
<td>Flex route transportation for East County back country. All MTS Rural buses are lift equipped.</td>
<td></td>
<td></td>
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<tr>
<td>91963-POTRERO</td>
<td>Rural Bus: 1.800.858.0291 Metropolitan Transit System (MTS): 619.233.3004</td>
<td>Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.</td>
<td>Flex route transportation for East County back country. All MTS Rural buses are lift equipped.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>91977, 91978-SPRING VALLEY</td>
<td>FISH: 619.390.0399</td>
<td>Transportation provided by volunteers. No charge, medical appointments; not wheelchair accessible.</td>
<td>Volunteer transportation for lower-income ambulatory seniors (62+) and adults with disabilities to medical appts and other necessary errands (grocery store, bank, post office) Metropolitan Transit System (MTS): 619.233.3004</td>
<td>Fixed route transportation for East County. All MTS buses are wheelchair lift equipped.</td>
<td>MTS Suburban service area extends only 3/4 of a mile from fixed route transit: Call 1.800.921.9664 to verify address is within service area</td>
</tr>
<tr>
<td>91980-TECATE</td>
<td>Rural Bus: 1.800.858.0291 Metropolitan Transit System (MTS): 619.233.3004</td>
<td>Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.</td>
<td>Flex route transportation for East County back country. All MTS Rural buses are lift equipped.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>92003-BONSALL</td>
<td>Circle Of Care: 760.723.2904</td>
<td>Service available for Seniors and persons with disabilities for medical appointments. Call 2 days in advance. Wheelchair lift equipped if requested in advance. Fallbrook Taxi 760.728.9626</td>
<td>Not lift equipped, $2.10 for boarding and $2.20 per mile. LIFT PARATRANSIT 760.966.6525 (application) Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-must be ADA certified and live within designated service area. $3.50 per trip</td>
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<tr>
<td>92004-BORREGO</td>
<td>Rural Bus: 1.800.858.0291 Borrego Senior Community Center 760.767.3116</td>
<td>Service does not go outside of Borrego, wheelchair lift, no fee. Metropolitan Transit System (MTS): 619.233.3004</td>
<td>Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.</td>
<td>Flex route transportation for East County back country. All MTS Rural buses are lift equipped.</td>
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<tr>
<td>92007-CARDIFF</td>
<td>LIFT PARATRANSIT 760.966.6525 (application)</td>
<td>Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-must be ADA certified and live within designated service area. $3.50 per trip</td>
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</tbody>
</table>
92008, 92009, 92010, 92011-CARLSBAD
Carlsbad Senior Center: 760.602.4650, Lynn
Available for Carlsbad Seniors lunch program, medical appointments and grocery shopping. $.50 per mile. $2 donation for lunch. Call 2 days in advance. Wheelchair lift equipped if requested in advance.
Coaster: 1.800.262.7837
Coast Express Rail line run by the North County Transit District.
Seniors on the GO 760.758.1323
Senior transportation service hours 8am-4pm M-F, requests received 6am-9pm, M-F
$2.50 pick-up charge, $1.00/mile thereafter or $10/hr locally & $15/hour out of town services
LIFT PARATRANSIT 760.966.6525 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $3.50 per trip

92014-DEL MAR
Del Mar Community Connections: 858.7938258
Contact: Rachel Clark; provides transportation to Seniors in Del Mar.
LIFT PARATRANSIT 760.966.6525 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $3.50 per trip

92019, 92020, 92021-EL CAJON
FISH: 619.390.0399
Transportation provided by volunteers. No charge, medical appointments; not wheelchair accessible.
Rancho Santa Fe Senior Center 858.756.3041
Services 92067 & 92021, volunteer drivers transport seniors and disabled adults, no charge.
Trolley Station 1.800.266.6882 (or 1.800.commute)
Light rail transit provided by MTS
Rural Bus: 1.800.858.0291
Metropolitan Transit System (MTS): 619.233.3004
Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.
Flex route transportation for East County back country. All MTS Rural buses are lift equipped.
MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $3.50 per trip
MTS Suburban service area extends only 3/4 of a mile from fixed route transit:
Call 1.800.921.9664 to verify address is within service area (92019)

92024/92078-ENCINITAS/LEUCADIA
San Dieguito Senior Center: 760.753.1735
Provides transportation to medical appointments, grocery shopping and other appointments.
Mon-Fri from 9:30am-12:00pm. Donation of $1.50 each way. Call several days in advance.
Encinitas Senior Center: 760.753.1735
Van available to provide transportation to medical appointments, grocery shopping and other appt..
Mon-Fri 8am-1pm. Requested donation $1.75 each way. Several days in advance reservation.
Out & About Encinitas: 760.943.2255
Volunteer drive program for older adults; reimburses volunteers at a per mile rate; ask for Gail Dupler
Coaster: 1.800.262.7837
Coast Express Rail line run by the North County Transit District.
FAST: 1.800.660.4789
$0.75 one way for Seniors or adults with disabilities, $1.75 regular fare. Operates in the southern area of Vista;
Mon-Fri, 5:30am to 7:30pm & Sat, 9am to 5:30pm (no Sunday or Holiday service)
Curb-to-curb, Lift-equipped transportation which connects to public transit routes
Scripps Memorial Hospital 760.633.6525
Transportation provided to Scripps Hosp. and Scripps Physician's offices within restricted zip codes and DT San Diego; Schedule as far in advance as possible.
LIFT PARATRANSIT 760.966.6525 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $3.50 per trip
92025, 92026, 92027, 92029-ESCONDIDO

Escondido Joslyn Senior Center: 760.741.4688
Provides free service for Escondido Seniors to and from center; Mon-Fri. Wheelchair lift equipped.

Escondido-Out & About: 760.738.6590/760.480.1030
Door to door bus service for shopping; Transportation services to four separate Vons locations each Tuesday of the month. Suggested donation of $2 round trip.

LIFT PARATRANSIT 760.966.6525 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route - must be ADA certified and live within designated service area. $3.50 per trip

LIFT service area extends only 3/4 of a mile from fixed route transit:
Call 760.726.1111 to verify address is within service area

MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route - must be ADA certified and live within designated service area. $3.50 per trip

MTS Suburban service area extends only 3/4 of a mile from fixed route transit:
Call 1.800.921.9664 to verify address is within service area

92028-FALLBROOK/RAINBOW

Fallbrook Joslyn Senior Center: 760.723.9282
Free service to center’s lunch/nutrition program and day care. Volunteers may be available for other transportation services at a minimal charge.

Circle Of Care: 760.723.2904
Service available for Seniors and persons with disabilities for medical appointments.
Call 2 days in advance. Wheelchair lift equipped - if requested in advance.

FAST: 1.800.660.4789
$0.75 one way for Seniors or adults with disabilities, $1.75 regular fare. Operates in the southern area of Vista; Mon-Fri, 5:30am to 7:30pm & Sat, 9am to 5:30pm (no Sunday or Holiday service)
Curb-to-curb, Lift-equipped transportation which connects to public transit routes

Fallbrook Taxi 760.728.9626
Not lift equipped, $2.10 for boarding and $2.20 per mile.

LIFT PARATRANSIT 760.966.6525 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route - must be ADA certified and live within designated service area. $3.50 per trip

92036-JULIAN

Rural Bus: 1.800.858.0291
Metropolitan Transit System (MTS): 619.233.3004
Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00.
Flex route transportation for East County back country. All MTS Rural buses are lift equipped.

UCSD Hillcrest & Campus Shuttle: 619.534-6282 or www.shuttle@ucsd.edu
Shuttle from UCSD Hillcrest Medical center back and forth to campus. Every 1/2 hour service.

Scripps La Jolla 858.492.3656
24 hour advance notice; MTW; Svs La Jolla, PB, Clairemont, Paradise Hills and University City

US VETERANS HOSPITAL/VA MEDICAL CTR 858.552.7470
Provides svc to veterans for VA Hospital morning appts; 1-week advance notice for NORTH of hospital; two weeks advance notice for SOUTH of hospital; will consider short notice; Contact Shirley Wilson

LIFT PARATRANSIT 760.966.6525 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route - must be ADA certified and live within designated service area. $3.50 per trip

This area is served by LIFT & MTS Suburban; Call either to determine appropriate service

MTS ACCESS PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route - must be ADA certified and live within designated service area. $4.50 per trip
**92040-LAKESIDE**

**LITE: Lakeside Intergenerational Time Exchange:** 619.390.9590
Transportation provided for medical, groceries, and necessary errands. No fee, provided by volunteer drivers; not wheelchair accessible.

**FISH:** 619.390.0399
Transportation provided by volunteers. No charge, medical appointments only; not wheelchair accessible.

**MTS SUBURBAN PARATRANSPORT 1.877.232.7433 (application)**
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route - must be ADA certified and live within designated service area. $3.50 per trip

**MTS Suburban service area extends only 3/4 of a mile from fixed route transit:**
Call 1.800.921.9664 to verify address is within service area

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**92052, 92054, 92056, 92057-OCEANSIDE**

**Oceanside Senior Center:** 760.435.5250
60+ only. **No wheelchairs.** Provides transportation to their nutrition program plus some shopping. $1 donation each way for once a week shopping in their Oceanside neighborhood.

**Coaster:** 1.800.262.7837
Coast Express Rail line run by the North County Transit District.

**Seniors on the GO 760.758.1323**
Senior transportation service hours 8am-4pm M-F, requests received 8am-9pm, M-F
$2.50 pick-up charge, $1.00/mile thereafter or $10/hr locally & $15/hour out of town services

**Tri-City Hospital 760.940.7433**
Provides transportation to clients to Tri-City medical Center only; Call at least 48 hours in advance to schedule; Wheelchair-lift equipped

**LIFT PARATRANSPORT 760.966.6525 (application)**
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route - must be ADA certified and live within designated service area. $3.50 per trip

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**92055-CAMP PENDLETON**

**LIFT PARATRANSPORT 760.966.6525 (application)**
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route - must be ADA certified and live within designated service area. $3.50 per trip

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**92059-PALA**

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**92060-PALOMAR**

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**92061-PAUMA VALLEY**

**LIFT PARATRANSPORT 760.966.6525 (application)**
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route - must be ADA certified and live within designated service area. $3.50 per trip

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**92064-POWAY**

**Rides & Smiles (JFS) 858.674.1124**
A program of Jewish Family Service; Transportation provided by volunteer drivers using their own vehicles. Program available to seniors (60+) for medical appts, grocery, hair appts & other errands.
Suggested donation $2.50 each way. Mileage reimbursement for drivers, senior can enlist their own volunteer.

**Palomar/Pomerado Hospital 858.274.7721**
Transports to and from hospital for mental health ONLY-10 mile radius

**Senior Rides (Poway Senior Center) 858.748.6094x301**
Program for older adults (60 years+); volunteer mileage reimbursement program

**Mileage Reimbursement Program (MRP) for volunteer drivers; Seniors can enlist own volunteer;**

**MTS SUBURBAN PARATRANSPORT 1.877.232.7433 (application)**
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route - must be ADA certified and live within designated service area. $3.50 per trip

**MTS Suburban service area extends only 3/4 of a mile from fixed route transit:**
Call 1.800.921.9664 to verify address is within service area
<table>
<thead>
<tr>
<th>Code</th>
<th>Area</th>
<th>Contact Information</th>
<th>Services Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>92065</td>
<td>RAMONA</td>
<td>Rural Bus: 1.800.858.0291 Metropolitan Transit System</td>
<td>Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00. Flex route transportation for East County back country. All MTS Rural buses are lift equipped.</td>
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<td>(MTS): 619.233.3004</td>
<td>$0.75 one way for Seniors or adults with disabilities, $1.75 regular fare. Operates in the southern area of Vista; Mon-Fri, 5:30am to 7:30pm &amp; Sat, 9am to 5:30pm (no Sunday or Holiday service) Curb-to-curb, Lift-equipped transportation which connects to public transit routes</td>
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<tr>
<td></td>
<td></td>
<td>FAST: 1.800.660.4789</td>
<td>Transports Seniors to and from center’s lunch program. $ .30 for in-town, $ .60 for all others. Delivers lunch to homebound Seniors. Wheelchair lift equipped.</td>
</tr>
<tr>
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<td></td>
<td>Ramona Senior Center: 760.789.0440</td>
<td>This area is served by LIFT &amp; MTS Suburban; Call either to determine appropriate service</td>
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<td>MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)</td>
<td>Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route - must be ADA certified and live within designated service area. $3.50 per trip</td>
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<td>92066</td>
<td>RANCHITA</td>
<td>Rural Bus: 1.800.858.0291 Metropolitan Transit System</td>
<td>Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00. Flex route transportation for East County back country. All MTS Rural buses are lift equipped.</td>
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<tr>
<td>92067</td>
<td>RANCHO SANTA FE</td>
<td>Rancho Santa Fe Senior Center 858.756.3041</td>
<td>Services 92067 &amp; 92021 only, volunteer drivers transport seniors and disabled adults, no charge.</td>
</tr>
<tr>
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<td>LIFT PARATRANSIT 760.966.6525 (application)</td>
<td>Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route - must be ADA certified and live within designated service area. $3.50 per trip</td>
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<td>92068</td>
<td>SAN LUIS REY</td>
<td>Seniors on the GO 760.758.1323</td>
<td>Provides transportation to and from center Mon-Fri for Seniors participating in the lunch program. Call before 9am the day of appointment. Contact Delia for transportation and Mary for volunteers</td>
</tr>
<tr>
<td>92069</td>
<td>SAN MARCOS/ LAKE SAN MARCOS</td>
<td>San Marcos Joslyn Senior Center: 760.744.5535</td>
<td>$0.75 one way for Seniors or adults with disabilities, $1.75 regular fare. Operates in the southern area of Vista; Mon-Fri, 5:30am to 7:30pm &amp; Sat, 9am to 5:30pm (no Sunday or Holiday service) Curb-to-curb, Lift-equipped transportation which connects to public transit routes</td>
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<td>FAST: 1.800.660.4789</td>
<td>Senior transportation service hours 8am-4pm M-F, requests received 6am-9pm, M-F $2.50 pick-up charge, $1.00/mile thereafter or $10/hr locally &amp; $15/hour out of town services</td>
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<td>LIFT PARATRANSIT 760.966.6525 (application)</td>
<td>Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route - must be ADA certified and live within designated service area. $3.50 per trip</td>
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<tr>
<td>92070</td>
<td>SANTA YSABEL</td>
<td>Rural Bus: 1.800.858.0291 Metropolitan Transit System</td>
<td>Operated by the MTS. 6am-6pm. Cost varies per ride, from $1-$3.00. Flex route transportation for East County back country. All MTS Rural buses are lift equipped.</td>
</tr>
</tbody>
</table>
92071-SANTEE
FISH: 619.390.0399
Transportation provided by volunteers. No charge, medical appointments only; not wheelchair accessible.
Trolley Station 1.800.266.6882 (or 1.800.commute)
Light rail transit provided by MTS
MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $3.50 per trip
MTS Suburban service area extends only 3/4 of a mile from fixed route transit:
Call 1.800.921.9664 to verify address is within service area

92075-SOLANA BEACH
Coaster: 1.800.262.7837
Coast Express Rail line run by the North County Transit District.
City of Solana Beach: 858.720.2400
Dial-a-Ride program for Solana Beach seniors 65+ or disabled residents. $20 worth of taxi vouchers for $7.50 from the City Manager's Office.
LIFT PARATRANSIT 760.966.6525 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $3.50 per trip

92078/92024-SAN MARCOS/ENCINITAS/LEUCADIA
Encinitas Senior Center: 760-943-2250
Van available to provide transportation to medical appointments, grocery shopping and other appt...
Mon-Fri 8am-1pm. Requested donation $1.75 each way. Several days in advance reservation.
Out & About Encinitas: 760.943.2255
Volunteer drive program for older adults; reimburses volunteers at a per mile rate; ask for Gail Dupler
Coaster: 1.800.262.7837
Fast: 1.800.660.4789
$0.75 one way for Seniors or adults with disabilities. $1.75 regular fare. Operates in the southern area of Vista;
Mon-Fri, 5:30am to 7:30pm & Sat, 9am to 5:30pm (no Sunday or Holiday service)
Curb-to-curb, Lift-equipped transportation which connects to public transit routes
Scripps Memorial Hospital 760.633.6525
Transportation provided to Scripps Hosp. and Scripps Physician's offices within restricted zip codes and DT San Diego; Schedule as far in advance as possible.
LIFT PARATRANSIT 760.966.6525 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $3.50 per trip

92082-VALLEY CENTER
LIFT PARATRANSIT 760.966.6525 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $3.50 per trip

92081, 92083, 92084-VISTA
Vista Senior Center: 760.639.6160
Brengle Terrace Nutrition Center provides door to door shuttle to service to Senior Center for delicious lunch. Mon-Fri. Suggested donation is $.50 roundtrip
Vista -Out & About Program 760.639.6161
Reservations and information Mon-Fri 10am-12noon. 60+
Door to Door Mini Bus Group Service, $1 suggested donation, roundtrip. Reservation 48 hrs in advance
Mileage Reimbursement Program-eligibility restrictions based on transportation need. Participant receives mileage reimbursement/per mile for their volunteer driver; 150 miles allowed per month; participant must be a Vista resident but transportation could exceed limits.
San Diego Center for the Blind (Vista):  760.758.5956
Free transportation to and from facility.
FAST:  1.800.660.4789
$0.75 one way for Seniors or adults with disabilities, $1.75 regular fare. Operates in the southern area of Vista; Mon-Fri, 5:30am to 7:30pm & Sat, 9am to 5:30pm (no Sunday or Holiday service)
Curb-to-curb, Lift-equipped transportation which connects to public transit routes
Seniors on the GO 760.758.1323
Senior transportation service hours 8am-4pm M-F, requests received 6am-9pm, M-F
$2.50 pick-up charge, $1.00/mile thereafter or $10/hr locally & $15/hour out of town service
LIFT PARATRANSIT 760.966.6525 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $3.50 per trip

92096-SAN MARCOS/ CAL STATE SAN MARCOS
San Marcos Joslyn Senior Center:  760.744.5535
Provides transportation to and from center Mon-Fri for Seniors participating in the lunch program.
Shopping on Thurs. Call before 9am the day of appointment.
Contact Della for transportation and Mary for volunteers
FAST:  1.800.660.4789
$0.75 one way for Seniors or adults with disabilities, $1.75 regular fare. Operates in the southern area of Vista; Mon-Fri, 5:30am to 7:30pm & Sat, 9am to 5:30pm (no Sunday or Holiday service)
Curb-to-curb, Lift-equipped transportation which connects to public transit routes
Seniors on the GO 760.758.1323
Senior transportation service hours 8am-4pm M-F, requests received 6am-9pm, M-F
$2.50 pick-up charge, $1.00/mile thereafter or $10/hr locally & $15/hour out of town service
LIFT PARATRANSIT 760.966.6525 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $3.50 per trip

92101-DOWNTOWN
Coaster:  1.800.262.7837
Coast Express Rail line run by the North County Transit District.
Trolley Station 1.800.266.6882 (or 1.800.commute)
Light rail transit provided by MTS
SHARP -Reese-Stealy 619.644.4288
Transports clients to and from center within a certain radius
MTS ACCESS PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $4.50 per trip

92102-GOLDEN HILL/SOUTHEAST
MTS ACCESS PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $4.50 per trip

92103-HILLCREST/MISSION HILLS
UCSD Hillcrest/La Jolla Shuttle:  619.534-6282 or www.shuttle@ucsd.edu
Shuttle from UCSD Hillcrest Medical center back and forth to campus. Every 1/2 hour service.
Scripps Mercy Hospital 619.407.4690 (SD Medical Transport)
Transports clients to and from hospital within a 20 parameter.
MTS ACCESS PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $4.50 per trip

92104-NORTH PARK
UCSD HILLCREST MEDICAL CENTER COASTER SHUTTLE:  619.543.6222
Shuttle from UCSD Hillcrest Medical center back and forth to campus. Morning and evening service.
MTS ACCESS PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $4.50 per trip
### 92105-EAST SAN DIEGO

- Centro Hispano Senior Center: 619.283.2111
  - Provides transportation within 10 miles of the center, located: 4286 42nd Street
  - Dr.'s appointments, Lawyer appt. and others. Call one week in advance. No fee just donations.
  - MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)
  - Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-must be ADA certified and live within designated service area. $4.50 per trip

### 92106-POINT LOMA

- Peninsula Shepherd (Out & About): 619.223.1640
  - Provides transportation by a volunteer service for ambulatory seniors w/suggested donations.
  - MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)
  - Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-must be ADA certified and live within designated service area. $4.50 per trip

### 92107-OCEAN BEACH

- Peninsula Shepherd (Out & About): 619.223.1640
  - Provides transportation by a volunteer service for ambulatory seniors w/suggested donations.
  - MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)
  - Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-must be ADA certified and live within designated service area. $4.50 per trip

### 92108-MISSION VALLEY

- Trolley Station 1.800.266.6882 (or 1.800.commute)
  - Light rail transit provided by MTS
  - MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)
  - Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-must be ADA certified and live within designated service area. $4.50 per trip

### 92109-PACIFIC/MISSION BEACH

- Scripps La Jolla 858.492.3656
  - 24 hour advance notice; MTWF; Svcs La Jolla, PB, Clairemont, Paradise Hills and University City
  - Christ Lutheran Church 858.483.2300
  - Will transport Church members and other area residents over 60 to school and after school, shopping, appointments. Can accommodate foldable wheelchair with self-transfer.
  - MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)
  - Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-must be ADA certified and live within designated service area. $4.50 per trip

### 92110-MORENA/OLD TOWN/BAY PARK

- Coaster: 1.800.262.7837
  - Coast Express Rail line run by the North County Transit District.
  - Peninsula Shepherd (Out & About): 619.223.1640
  - Provides transportation by a volunteer service for ambulatory seniors w/suggested donations.
  - SHARP- Cabrillo 619.644.4288
  - Transport to patients in the Point Loma area; call as far in advance as possible
  - MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)
  - Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-must be ADA certified and live within designated service area. $4.50 per trip

### 92111-LINDA VISTA/CLAIREMONT/KEARNY

- Scripps La Jolla 858.492.3656
  - 24 hour advance notice; MTWF; Svcs La Jolla, PB, Clairemont, Paradise Hills and University City
  - MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)
  - Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-must be ADA certified and live within designated service area. $4.50 per trip
<table>
<thead>
<tr>
<th>Zip Code</th>
<th>Location</th>
<th>Contact Information</th>
<th>Services Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>92113</td>
<td>SOUTHEAST/LOGAN HEIGHTS</td>
<td>All Congregations Together (ACT) 619.527.631</td>
<td>Provides free transportation to seniors/disabled; No fee; Can transport collapsible wheelchairs</td>
</tr>
<tr>
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<td>MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)</td>
<td>Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $4.50 per trip</td>
</tr>
<tr>
<td>92114</td>
<td>ENCANTO</td>
<td>All Congregations Together (ACT) 619.527.631</td>
<td>Provides free transportation to seniors/disabled; No fee; Can transport collapsible wheelchairs</td>
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<td>MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)</td>
<td>Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $4.50 per trip</td>
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<tr>
<td>92115</td>
<td>COLLEGE GROVE</td>
<td>MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)</td>
<td>Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $4.50 per trip</td>
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<td>NORMAL HEIGHTS/KENSINGTON</td>
<td>MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)</td>
<td>Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $4.50 per trip</td>
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<tr>
<td>92117</td>
<td>CLAIREMONT</td>
<td>St. David’s 619-276-4567</td>
<td>Some transportation for seniors and adults with disabilities</td>
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<td>MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)</td>
<td>Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $4.50 per trip</td>
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<td>92118</td>
<td>CORONADO</td>
<td>MTS SUBURBAN PARATRANSPORT 1.877.232.7433 (application)</td>
<td>Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $3.50 per trip</td>
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<tr>
<td>92119</td>
<td>NAVAJO/SAN CARLOS</td>
<td>MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)</td>
<td>Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $4.50 per trip</td>
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<td>92120</td>
<td>GRANTVILLE/DEL CERRO</td>
<td>Alvarado Hospital 619.407.4690 (SD Medical Transport)</td>
<td>Uses a w/c lift bus to transport clients within a 7-mile radius; 24 hour advance reservation</td>
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<td>MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)</td>
<td>Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $4.50 per trip</td>
</tr>
<tr>
<td>92121</td>
<td>MIRA MESA/SORRENTO VALLEY</td>
<td>UCSD Campus Coaster Shuttle: 1.800.870.6470</td>
<td>A shuttle service from the Sorrento Valley coaster Station with the UCSD Campus locations.</td>
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<td></td>
<td>Coaster: 1.800.262.7837</td>
<td>Coast Express Rail line run by the North County Transit District.</td>
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<td>MTS ACCESS PARATRANSPORT 1.877.232.7433 (application)</td>
<td>Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route must be ADA certified and live within designated service area. $4.50 per trip</td>
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</table>
92122-UNIVERSITY CITY

Scripps La Jolla 858.492.3656
24 hour advance notice; MTWF; Svcs La Jolla, PB, Clairemont, Paradise Hills and University City
St. David's 619-276-4567

Some transportation for seniors and adults with disabilities
MTS ACCESS PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-
must be ADA certified and live within designated service area. $4.50 per trip

92123-SERRA MESA/MISSION VILLAGE

SHARP- Memorial & Rehabilitation Center 619.644.4288

Transports patients within a certain radius of the hospital; call as far in advance as possible
MTS ACCESS PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-
must be ADA certified and live within designated service area. $4.50 per trip

92124-TIERRASANTA

MTS ACCESS PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-
must be ADA certified and live within designated service area. $4.50 per trip

92126-MIRA MESA

FLEX ROUTE: 1.877.841.3278 or 619.293.3278
Provides service to San Diego Transit stops. Mon-Fri, 5:30am-7:30pm. Wheelchair lift equipped.
MTS ACCESS PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-
must be ADA certified and live within designated service area. $4.50 per trip

92127, 92128-RANCHO BERNARDO

DART (Direct Access to Regional Transit): 1.877.841.3278 or 619.293.3278
Provides service to San Diego Transit stops. Mon-Fri, 5:30am-7:30pm. Wheelchair lift equipped.
Rides & Smiles (JFS) 858.674.1124

A program of Jewish Family Service; Transportation provided by volunteer drivers using their own vehicles.
Program available to seniors (60+) for medical appts, grocery, hair appts & other errands.
Suggested donation $2.50 each way. Mileage reimbursement for drivers, senior can enlist their own volunteer.
MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-
must be ADA certified and live within designated service area. $3.50 per trip
MTS Suburban service area extends only 3/4 of a mile from fixed route transit:
Call 1.800.921.9664 to verify address is within service area

92129-RANCHO PENASQUITOS

MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-
must be ADA certified and live within designated service area. $3.50 per trip
MTS Suburban service area extends only 3/4 of a mile from fixed route transit:
Call 1.800.921.9664 to verify address is within service area

92130-NORTH CITY WEST
**92131-SCRIPPS MIRAMAR RANCH**

**DART (Direct Access to Regional Transit):** 1.877.841.3278 or 619.293.3278

Provides service to San Diego Transit stops. Mon-Fri, 5:30am-7:30pm. **Wheelchair lift equipped.**

**MTS ACCESS PARATRANSIT 1.877.232.7433 (application)**

Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route—must be ADA certified and live within designated service area. $4.50 per trip.

**MTS Access service area extends only 3/4 of a mile from fixed route transit:**

Call 1.888.517.9627 to verify address is within service area.

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**92133-NAVAL TRAINING CENTER**

**MTS ACCESS PARATRANSIT 1.877.232.7433 (application)**

Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route—must be ADA certified and live within designated service area. $4.50 per trip.

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**92134-NAVAL MEDICAL CENTER**

**MTS ACCESS PARATRANSIT 1.877.232.7433 (application)**

Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route—must be ADA certified and live within designated service area. $4.50 per trip.

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**92135-NORTH ISLAND NAVAL AIR STATION**

**MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)**

Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route—must be ADA certified and live within designated service area. $3.50 per trip.

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**92136-PEIR AREA**

**MTS ACCESS PARATRANSIT 1.877.232.7433 (application)**

Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route—must be ADA certified and live within designated service area. $4.50 per trip.

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**92139-PARADISE HILLS**

**DART: 1.877.841.3278 or 619.293.3278 (Flex Route Service)**

Fixed-route service—deviates 3/4 mile from route to provide curb to curb service. Mon-Fri, 5:30am-7:30pm. **Wheelchair lift equipped.**

**MTS ACCESS PARATRANSIT 1.877.232.7433 (application)**

Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route—must be ADA certified and live within designated service area. $4.50 per trip.

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**92140-MARINE CORPS RECRUITING DEPOT**

**MTS ACCESS PARATRANSIT 1.877.232.7433 (application)**

Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route—must be ADA certified and live within designated service area. $4.50 per trip.

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**92145-MIRAMAR**

**MTS ACCESS PARATRANSIT 1.877.232.7433 (application)**

Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route—must be ADA certified and live within designated service area. $4.50 per trip.

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**92154-NESTOR**

Saint Charles Nutrition Center 619.423.2877

Services 91911, 92154, 91932 only - Provides transportation to and from center to eat; No fee.

**MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)**

Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route—must be ADA certified and live within designated service area. $3.50 per trip.
92155-NAVAL AMPHIBIOUS BASE
MTS ACCESS PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-
must be ADA certified and live within designated service area. $4.50 per trip

92173-SAN YSIDRO
MTS SUBURBAN PARATRANSIT 1.877.232.7433 (application)
Curb-to-curb, Lift-equipped transportation for individuals unable to use regular fixed route-
must be ADA certified and live within designated service area. $3.50 per trip

92259-ANZA/IMPERIAL

92536, 92592 -TEMECULA
Circle Of Care: 760.723.2904
Service available for Seniors and persons with disabilities for medical appointments.
Call 2 days in advance. Wheelchair lift equipped if requested in advance.

92672-SAN ONOFRE/SAN CLEMENTE
San Diego Association of Governments

TRANSPORTATION COMMITTEE

August 19, 2005

AGENDA ITEM NO.: 3

Action Requested: APPROVE

DOWNTOWN COMMUNITY PLAN UPDATE: SUBMITTAL OF COMMENTS ON DRAFT PLAN

File Number 5001700

Introduction

The Centre City Development Corporation (CCDC) has been undertaking an update to its Downtown Community Plan. The draft plan outlines future growth in downtown San Diego and includes detailed land use and transportation policies that directly relate to policies and objectives contained in our Regional Comprehensive Plan (RCP) and Regional Transportation Plan (RTP). This report provides an overview of the draft plan, focusing on an assessment of its relation to the RCP and RTP.

Recommendation

The Transportation Committee is asked to approve a list of comments for submittal to CCDC during the formal public review period for the Downtown Community Plan Update. These comments, detailed in the Attachment 1 draft letter, include: support for the land use and urban design component of the plan; support for preservation of right-of-way options for dedicated Bus Rapid Transit/shuttle lanes in the B/C Street corridor; a request to lower the proposed parking requirements for office parking or encourage Transportation Demand Management measures that will promote use of alternative modes; and suggestions for improving bicycle facilities in the downtown area.

Discussion

Downtown San Diego has evolved into exciting and successful urban district, a far cry from the state of blight and decline in the mid-1970’s. This success is evident in the vitality and energy of its streets, its emergence as a shopping and entertainment destination, and its booming residential growth—with a current population of more than 20,000 and more than 9,000 housing units under construction.

Overview of Draft Downtown Community Plan

The Downtown Community Plan capitalizes on the current momentum by seeking to guide future growth in a way that ensures that intense development is complemented with livability strategies that enhance the public realm through improvements such as new parks and neighborhood centers. Many of downtown’s neighborhoods, including Marina and Gaslamp, are established and are not expected to change significantly in the future. Other neighborhoods, particularly in East Village, will undergo major transformations with increased residential and commercial activity.
The Downtown Community Plan establishes the policy structure to guide the location, type, and intensity of new development. A series of guiding principles were developed that are outlined in the Attachment 2 brochure, which include:

- Fostering the development of an intense downtown that not only leads to a vibrant living and working environment, but also helps curtail regional sprawl—a key tenet of both the City of San Diego’s City of Villages strategy and our RCP.

- Bolstering downtown’s position as the regional economic and employment center by ensuring the availability of employment land and development of regional destinations.

- Creating a collection of unique, diverse, and walkable neighborhoods—which facilitates use of alternative modes that includes public transportation and bicycling as well as walking.

The draft community plan creates a setting in which downtown’s population could reach 89,000 by 2030, while employment could climb nearly double to 165,000. Office, residential, employment, retail, hotel, civic, and cultural uses are mixed throughout downtown under the draft plan. Greater emphasis is placed on employment in the intense core area and diverse high-density housing in the eleven neighborhoods and districts. Eight new neighborhood centers configured around a main street or plaza are planned. In addition to creating pedestrian and transit-friendly land uses, the street environment would be geared to accommodate pedestrians and future transit services (including accommodating planned Bus Rapid Transit contained in the 2030 RTP) as well as the automobile. A network of bike facilities would also be provided.

Alexandra Elias, senior planner with CCDC who has been the lead staff person in leading the Downtown Community Plan update process, will make a presentation that discusses these and other highlights from the plan and answer questions from the Transportation Committee.

**SANDAG Comments**

CCDC is currently in the midst of the formal public review period on the draft community plan, the draft planned district ordinance (which establishes design and development, guidelines for implementing the community plan), and the draft Environmental Impact Report (EIR). SANDAG staff has worked closely with CCDC staff throughout the community plan update process, providing ongoing input on transportation and land use issues to ensure consistency with our Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP). We served on both the Community Plan Steering Committee and the Circulation/Transit Subcommittee (the latter of which was chaired by Gary Gallegos).

Staff has reviewed the various documents out for public review listed above, and generally concurs with the overall direction of the community plan. The plan represents a well-thought out vision for the future of downtown, one that encourages the intensification of both residential and employment uses, recommends urban design guidelines that support creation of a pedestrian friendly environment, and recognizes and accommodates increased use of alternative modes like public transportation, bicycling, and walking. We do have several comments that we would like to forward to CCDC which are detailed in the draft letter in Attachment 1, and highlighted below:
• As a result of earlier discussions with CCDC staff, the draft Community Plan does show a Bus Rapid Transit (BRT)/shuttle corridor along B and C Streets between Park Boulevard and America Plaza. We had requested this inclusion to preserve right-of-way options for dedicated transit lanes along these streets to accommodate future service improvements. In the letter, we note that SANDAG and the Metropolitan Transit System (MTS) will be undertaking a service and facility improvement plan beginning later this fiscal year based on the results of our Independent Transit Planning Review and MTS’ Comprehensive Operational Analysis (COA).

• The draft Planned District Ordinance discusses modifications to current parking policies that, among other things, would establish parking minimums for office development. While this parking minimum is modest in nature, increasing the availability and ease of parking has the potential for reducing the competitive edge for public transportation. Since increasing public transportation use is a goal in the community plan, we are suggesting that the parking requirement for office development be lowered. At the least, the use of Transportation Demand Management measures could provide incentives for increased use of public transportation.

• The draft Community Plan includes measures to promote use of bicycling as an alternative mode. Several specific recommendations are offered that we feel could make downtown more bicycle friendly.

The Transportation Committee is asked to approve the list of comments contained in the Attachment 1 draft letter for submittal to CCDC during the formal public review period for the Downtown Community Plan Update.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. Draft letter to CCDC
              2. Downtown Community Plan Brochure

Key Staff Contact: Dave Schumacher, (619) 699-6906, dsc@sandag.org
August 19, 2005

Ms. Alexandra Elias
Centre City Development Corporation
225 Broadway, Suite 1100
San Diego, CA 92101

Dear Alex:

We have reviewed the draft San Diego Downtown Community Plan Update, Planned Development Ordinance (PDO), and Environmental Impact Report, and offer the following comments:

**Land Use and Urban Design**

The community plan does an excellent job of encouraging intensification of both residential and employment uses. The urban design guidelines support building a pedestrian friendly environment, and are consistent with the goals of our Regional Comprehensive Plan.

**Transit**

The plan correctly identifies B and C Streets as potential Bus Rapid Transit (BRT)/shuttle corridors in Figure 7-3. Exclusive transit lanes along this couplet would be needed to provide fast and efficient operations. As noted in Figure 7-3, final design for any transit plans in these corridors would require additional study.

We will better be able to assess BRT and shuttle facility and service needs in the downtown area upon completion of two study efforts currently underway that will guide both short- and long-range improvements to the regional transit system. The Comprehensive Operational Analysis (COA) being undertaken by the Metropolitan Transit System (MTS) will evaluate and restructure existing services to improve its efficiency and effectiveness in meeting regional travel needs, while the Independent Transit Planning Review being managed by SANDAG will evaluate the longer-range transit plan contained in our Regional Transportation Plan in light of global “best practices.” Both of these study efforts will be completed by early 2006. The next step will be to develop a detailed mid- to long-range service and facility improvement plan for the downtown area based on the results of these two studies. This effort is set to begin in early 2006 and would be jointly managed by SANDAG and MTS, and coordinated with CCDC staff.
Parking

We generally concur with the proposed parking policies in the community plan. While the minimum requirements defined in the PDO overall are modest, we feel establishing a minimum office parking requirement is contrary to the community plan goals of promoting use of public transportation and establishing an efficient transportation system. Office workers represent the best potential market for transit as they generally work a consistent schedule during peak hours, and the planned TransNet funding for trolley and BRT services are geared towards serving this market. Increasing the availability and ease of parking in downtown will reduce the competitive edge for transit.

Our recommendation is to lower the PDO’s parking requirement for office parking. At the least, we would suggest that the plan encourage Transportation Demand Management measures that provide incentives for alternative transportation, such as requiring developers of new projects to offer transit passes and/or cash rebates to tenants who opt out of assigned parking spaces. In addition, parking management techniques (e.g., shared parking and carpooling) should be required that could provide a more efficient use of the existing supply and reduce the need for more parking should be given emphasis.

Bicycle Facilities

Pacific Highway should be specified as having a Class 2 facility (bike lane). Additionally, we recommend that wheeled traffic be separated from pedestrian traffic along Harbor Drive.

One-way streets complicate bicycle circulation, especially on the north end of downtown where grades are significant. They also encourage higher motor vehicle speeds. Please consider converting some streets back to two-way. Where one-way streets are to remain, bikeways should be provided in couplets to provide for travel in both directions (for example Third and Fourth Avenues should have bikeways).

The plan should reference the City of San Diego Bicycle Master Plan. See especially page 97 for recommendations on how to reconfigure roadway striping to accommodate a bike lane.

Bicycle parking is seriously undersupplied downtown. The plan should specify the need for sidewalk bike racks, which should be of the inverted U design, and the need for bicycle lockers in private parking garages.

Thank you for the opportunity to comment on these downtown documents. We look forward to working with you to implement the community plan, and we congratulate you on a successful completion to what has been a complex community plan update process.

Sincerely,

BOB LEITER
Director of Land Use and Transportation Planning

DSC/dda
HIGHLIGHTS OF THE NEW PLAN RISING ON THE PACIFIC

The Community Plan for downtown establishes the policy structure to guide the location, type, and intensity of new development. The community’s values, however, reaches much further to encompass the diversity of interests and elements that contribute to vital urban settings (see Guiding Principles on page 10). The Community Plan chapters focus on urban design, neighborhood centers, streets and assembly, open spaces, arts and culture, affordable housing, and economic development.

URBAN MIX
Downtown’s population could reach 85,000 by 2030, while employment could climb to 185,000. Office, residential, retail, hotel, civic, and cultural uses are mixed throughout downtown, with greater emphasis on employment in the intense core and diverse high-density housing in the neighborhoods. Each neighborhood is anchored with one or more mixed-use centers, parks and open spaces, and a variety of amenities to support urban living and working lifestyles. The neighborhoods are connected to the western waterfront, which will become downtown’s “riverfront.” Building intensities will be modulated to support urban design and density, including row housing and streets, and scaled down building heights and massing in certain neighborhoods.

NEIGHBORHOODS AND DISTRICTS
Downtown is organized as a collection of eleven neighborhoods and districts, each suited for walkability. The neighborhoods coalesce on the intense employment and government district stretching across Ohio and Columbia, where some of the highest buildings rise within walking distance of downtown’s primary transit corridors. The neighborhoods all have major residential components, but each Takes on unique character reflecting its historical development, physical environment, and varied employment, cultural, and civic activities. Eight new neighborhoods are configured around what “main streets” or a “main street” on a place-based concept to provide local shopping, services, and employment opportunities within a walking distance of virtually all residents. The entertainment and visitor focus of Gaslamp Quarter, Balboa, and Convention Center districts will continue to contribute to downtown’s dynamic energy.

OPEN SPACES
A series of new open spaces will help to satisfy the day-to-day outdoor needs of downtown residents and workers for recreation, repose, and gathering. Under the plan, downtown’s public open space system could increase from 79 acres to 132 acres, with new open spaces strategically located to allow everyone to walk to a park, and take advantage of lands constrained by geologic faults. Building height limitations will ensure sun access, and surrounding streets will be lined with lively uses such as stores and cafes. A new “1st” or 15th extension of 8th Avenue will re-connect downtown to Balboa Park. New smaller parks and plazas throughout downtown will help to temper the built environment. Downtown parks and plazas will allow for social interactions and sense of community that define the public realm and urban culture.

CONNECTIONS, PEDESTRIAN ORIENTATION, AND VIEWS
Streets and the public realm will take on heightened significance in the Community Plan. A typology of streets with functional designations guides streetscape and transportation planning. This includes oriental boulevards extending across downtown. Green streets with enhanced landscaping connecting major open spaces and Neighborhood Centers; and Active Streets where ground-floor retail, cafes, services, and cultural uses enliven public areas. The Community Plan prioritizes pedestrian comfort and safety, including special improvements for pedestrian zones and traffic calming in the neighborhoods. New streets will be widened or realigned to improve connectivity, enhance waterfront access and capture views.

*Figure by DeMars & Blaisdell for the Centri City Development Corporation.*
San Diego Association of Governments
TRANSPORTATION COMMITTEE
August 19, 2005

AGENDA ITEM NO.: 4

Action Requested: INFORMATION/POSSIBLE ACTION

METROPOLITAN TRANSIT SYSTEM COMPREHENSIVE OPERATIONAL ANALYSIS

File Number 3005200

Introduction

The Metropolitan Transit System (MTS) is currently undertaking a Comprehensive Operational Analysis (COA) that will develop a set of service and operational recommendations to reshape the current MTS transit system. The goals of the COA are to improve the attractiveness and effectiveness of bus and trolley services and to achieve long-term financial sustainability through increased ridership and productivity. Transportation Chair Joe Kellejian and SANDAG have been active participants in the study process to date, working closely with MTS staff to coordinate the COA with our Independent Transit Planning Review (ITPR). MTS staff recently outlined the regional transit service concept that establishes guidelines for which markets should be served, how they can best be served, and setting service warrants. This item provides an overview of the results of the COA study to date, along with discussion of how the COA is being coordinated with the Independent Transit Planning Review.

Discussion

MTS and SANDAG have embarked on two separate, yet related efforts to improve transit service and operations within the region. The COA will evaluate and restructure MTS services and operations to more efficiently and effectively serve the region’s transit needs and meet regional transportation goals within the constraints of the current financial and operating environment. While the COA is primarily focused on improving existing services within the short- to mid-range term (over the next 10 years), SANDAG’s ITPR was established to determine the most effective and cost-efficient transit service and infrastructure plan for the region well into the future (30 years). The ITPR’s focus on the future allows us to explore service and facility options that are not constrained by today’s financial and operating conditions. The COA and ITPR are being coordinated to ensure the overall success of transit in serving the region’s mobility needs:

1. The COA will establish Service Development Guidelines and a Regional Service Concept that will prioritize and reflect the transit travel needs of the region’s residents, businesses, and visitors. Based on this guidance, the existing transit system will be redesigned to provide a solid foundation of transit services that are attractive, effective, and sustainable.

2. The ITPR will build off of this foundation by expanding and enhancing the regional transit infrastructure consistent with the guidance established by the COA, as well as North County Transit District’s Fast Forward plan. This effort will help to address many of the region’s future mobility needs by providing a competitive travel option for many travelers.
The COA’s public involvement strategy is based on three project committees that provide forums for ongoing feedback and input into the study process:

1. Blue Ribbon Committee – comprised of public officials and leaders in the business, civic, and educational communities; as noted above, Chairman Kellejian serves on this committee.

2. Citizens Advisory Committee – comprised of citizen and community groups, and transit riders; SANDAG staff attends these meetings and provides assistance as needed.

3. Technical Advisory Committee – comprised of transit operators, SANDAG, and local jurisdictions; SANDAG staff has been an active participant in providing technical assistance, review, and input.

In addition, MTS staff has and will continue to conduct public and transit center open houses and operator “drop in” sessions, and present to interested groups and agencies to educate stakeholders on the study and to seek input on proposed plans.

**COA Overview**

Prior to FY 2001, changes in ridership corresponded with changes in the amount of service provided. Since FY 2001, however, ridership has decreased despite increases in the level of service as well as in the population and the employment market base. Given these increases, the downward ridership trend does not indicate that the market size is contracting; rather the composition of the market has shifted, and MTS services are no longer optimally aligned with the travel demand and characteristics of the market. Furthermore, the ridership decline appears to be systemic and cannot be fully attributed to a specific operation, service type, geographic area, or corridor. Several factors can be attributed to the misalignment in service versus demand, as follows:

- While employment is growing, it is changing both in geography and in industries. The relocation of businesses from established employment centers to newer suburban business parks and the shift from manufacturing to service jobs have not been met with complementary changes in transit routes and schedules.

- The significant population increase in the suburban areas of the region and southwestern Riverside County has further added to the misalignment of transit services with travel patterns.

- Transit is becoming less competitive with other transportation modes, including driving alone, carpooling, vanpooling, and other transportation demand management (TDM) options, that have expanded or been enhanced significantly during the last five years with the increase in parking availability, travel and high-occupancy-vehicle (HOV) lanes, and employer subsidies.

While services have become less utilized and less efficient, costs for providing service have increased. Over the past several years, MTS has been faced with severe operating budget deficits that have resulted in service reductions and fare increases, further degrading the attractiveness of transit. Given the current financial outlook, it is expected that the budget deficit will continue over the next several years.
In January 2005, the COA was initiated to take a fresh look at transit service in the MTS service area and to address the recurring budget deficit. This effort is the first time MTS has taken a comprehensive look at its services. In addition to reducing inefficiencies in the system, the COA provides an opportunity to realign services with current market needs, and to begin implementing components of the Transit First Strategic Plan (which is the basis for the transit plan in the 2030 Regional Transportation Plan).

The COA consists of three general steps as follows.

1. Establish Service Development Guidelines that reflect the goals of the COA.

2. Develop a Regional Service Concept based on the established guidelines. The Regional Service Concept should address:
   - what markets should be served;
   - how best to serve them; and
   - performance standards and service warrants that should be considered in evaluating existing services and identifying future opportunities.

3. Evaluate existing conditions and redevelop MTS services and operations based on the Regional Service Concept.

Service Development Guidelines

Attachment 1 details the service development guidelines for MTS services that were adopted by the MTS Board on June 23, 2005. These guidelines, as summarized below, reflect the input of the Blue Ribbon Committee and Citizens Advisory Committee, and set a foundation for developing an attractive, effective, and sustainable transit system.

A Vision for MTS Services

- Develop a Customer-Focused System: Provide services that reflect the travel needs and priorities of our customers.
- Develop a Competitive System: Provide services that are competitive with other travel options by meeting market segment expectations.
- Develop an Integrated System: Develop transit services as part of an integrated network rather than a collection of individual routes.
- Develop a Sustainable System: Provide appropriate types and levels of service that are consistent with market demands and are maintainable under current financial conditions.
Regional Service Concept

A Regional Service Concept was developed that reflect the Service Development Guidelines. This service concept consists of the following service tiers:

- **Urban Network** - Rich network of services that support spontaneous use for a wide range of travel needs within urban areas demonstrating sufficient demand.

- **Market-Based Services** - Services designed to allow for spontaneous use for specific high-demand trip purposes when and where core services are not available. These services fall into two general categories: commuter-based, and community-based services:
  - **Commuter-Based Services** - Services designed for individual commuter market needs where enough demand exists to warrant service.
  - **Community-Based Services** - Services specifically tailored to individual community niche market needs where enough demand exists to warrant service.

This service concept is designed to provide the appropriate type and level of service for each area given the demand for transit. A rich urban network of services will be developed in areas where transit is a competitive travel choice for most trip purposes given favorable land use conditions and market segments. Routes will be designed to serve key corridors with high-frequency service and convenient transfers between local, corridor, and regional routes that allows for spontaneous use to and from anywhere within the network throughout the day.

In areas where the demand does not warrant a rich network of routes, market-specific services, including commuter- and community-based services, will be designed and tailored to the needs of specific markets that demonstrate sufficient demand. Lifeline service needs will be evaluated within the context of market-specific services. Attachment 2 outlines the characteristics of the Regional Service Concept.

To help determine the type and level of service applicable to specific areas and markets within the MTS area of jurisdiction, a set of underlying factors or service warrants have been identified that should exist within an area before services are considered.

Service warrants for the Urban Network are:

- High demand for all-day/every-day travel
- High degree of transit dependence
- High density of employment
- High degree of positive market segments given underlying land use conditions
- High degree of positive market segments given transit’s competitiveness as a travel option

Attachment 3 presents a map illustrating areas within the Urban Network based on these service warrants.
Service warrants for Commuter-Based Services are:

- High density of employment
- High demand for specific market travel pattern
- High degree of positive market segments given underlying land use conditions
- High degree of positive market segments given transit’s competitiveness as a travel option
- Commitment at destination to assist in trip completion (station cars/vans, shuttles)

Service warrants for Community-Based Services are:

- High demand for specific market travel pattern
- High degree of positive market segments given transit’s competitiveness as a travel option
- Funding commitment to ensure that minimum cost-effectiveness standards are met

Next Steps for COA and ITPR

The COA project team is currently defining the regional and corridor network. Once this network is established, MTS will begin detailed service redesign of the local, neighborhood, and market-based services within the system. This process will include a series stakeholder planning sessions in which members of the project committees and key stakeholders will be invited to provide input into specific service design. When completed, the draft Service Development Plan will be reviewed through an extensive public outreach effort before public hearing and adoption by the MTS Board in December 2005.

SANDAG’s ITPR technical consultant began its work earlier this month, with a detailed scope of work and schedule now being developed. The overall schedule calls for the technical work to be completed by the end of the calendar year, with final approval of recommendations by the SANDAG Transportation Committee in late January/early February 2006.

Periodic updates and the final results of both the COA and ITPR will be presented to the MTS Board and SANDAG Transportation Committee.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. COA Service Development Guidelines
              2. COA Regional Service Concept Characteristics
              3. COA Urban Network Map

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

### Develop a Customer-Focused System: Provide services that reflect the travel needs and priorities of our customers

- Develop services based on input from existing customers, the public, operators, and other key stakeholders
- Provide services that are simple to use, and provide information through multiple sources that is easily understood:
  - Develop a core network that supports spontaneous use for a wide range of travel needs
  - Augment the core network with market-based services that allow for spontaneous use for specific trip purposes

### Develop a Competitive System: Provide services that are competitive with other travel options by meeting market segment expectations

- Provide services only where they can meet the market segment expectations:
  - Balance speed, directness, and access when planning routes and stops according to specific market-segment needs to ensure that transit has a competitive position
  - Provide services that are predictable and reliable, particularly on less frequent routes
  - Provide services that are attractive, comfortable, and safe

### Develop an Integrated System: Develop transit services as part of an integrated network rather than a collection of individual routes

- Establish a core network of services that accommodates the diverse travel needs of areas with sufficient all-day demand
- Maintain high frequencies and consistent span of service along key corridors within the core network for spontaneous use
- Augment the core network with market-specific services as warranted by demand (e.g. commuter, community-based)
- Design routes and locate major transfer hubs for efficient connections
- Provide timed connections between less frequent services where timed-transfer benefits outweigh the impact to through riders
- Market services as part of an integrated system

### Develop a Sustainable System: Provide appropriate types and levels of service that are consistent with market demands and are maintainable under current financial conditions

- Provide services that maximize customer benefits and usage within available funding
- Provide services where and when there is a “critical mass” of demand to meet subsidy expectations
- Introduce new services only if:
  - Financially viable after the initial testing period
  - Seek partnerships with local jurisdictions, other agencies, communities, businesses, and other organizations to help design and finance special community services
- Regularly evaluate and adjust transit services to optimize performance
### SERVICE CHARACTERISTICS OF THE REGIONAL SERVICE CONCEPT

<table>
<thead>
<tr>
<th>Markets Served</th>
<th>Frequency</th>
<th>Span of Service</th>
<th>Service Attributes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Core Network</strong></td>
<td>15 minutes or better all day (5-10 minutes peak) along key corridors, with a minimum of 30 minutes throughout the network.</td>
<td>Consistent all-day/every-day service on key corridors with a minimum of all day weekday service throughout the network.</td>
<td>Network of local and corridor services with convenient connections to regional network. Allows for spontaneous use from anywhere to anywhere along the network throughout the day.</td>
</tr>
<tr>
<td><strong>Commuter Services</strong></td>
<td>10-15 minutes during peak periods and 60 minutes during off-peak periods on key corridors.</td>
<td>Weekday service from start of commute to early evening on key corridors, and peak periods only on other corridors.</td>
<td>Direct service for one-seat travel for key origin/destination travel pairs.</td>
</tr>
<tr>
<td><strong>Community-Based Services</strong></td>
<td>Tailored to specific market needs.</td>
<td>Tailored to specific market needs.                                             Flexible routing and schedule tailored to the specific needs of the market served. Generally links neighborhoods with local destinations (e.g. retail, schools, civic centers, and medical) and regional transit services. May vary throughout day and week.</td>
<td></td>
</tr>
</tbody>
</table>
Urban Network Service Area
Poverty, Auto-deficit, Easy Goer & Flexible Flyer Demand, & Employment Densities
TRANSPORTATION COMMITTEE

August 19, 2005

TRANSPORTATION PROGRAMS FUNDING UPDATE

File Number 1109100

Introduction

The state budget for Fiscal Year (FY) 2005/06 includes $1.3 billion from Proposition 42 for transportation programs. This report outlines the funding impacts to the San Diego region and the anticipated allocations for projects programmed in FY 2005/06. In addition, the California Transportation Commission (CTC) released the draft 2006 Fund Estimate, which incorporates the revenue and expenditure assumptions for the five-year period from FY 2006/07 to FY 2010/11, including the estimated capacity of new programming. Lastly, this report provides a brief summary of the newly approved transportation bill, called SAFETEA-LU.

Discussion

The inclusion of Proposition 42 funds in the FY 2005/06 state budget for transportation programs as originally intended in the ballot measure marks a significant departure from the previous three years. The transfer of $1.3 billion to various transportation programs, including the State Transportation Improvement Program (STIP) and the Traffic Congestion Relief Program (TCRP), has allowed the CTC to begin making significant allocations in FY 2005/06. Unfortunately, the backlog of projects that are ready or nearly ready to receive allocations exceeds available funds. The CTC has therefore approved two sets of criteria for the allocation of funds. This report describes the impacts of the application of these criteria on San Diego regional projects.

The CTC has also released its draft 2006 Fund Estimate. Given the uncertainties that remain regarding the stability and availability of future funds, two revenue scenarios were developed. This report discusses the draft forecasts and presents potential impacts to regional projects from both scenarios.

Prop. 42

The $1.3 billion in Proposition 42 funds included in the FY 2005/06 state budget will be distributed as follows:

- $678 million for the Traffic Congestion Relief Program (TCRP)
- $254 million for the State Transportation Improvement Program (STIP)
- $254 million for the cities and counties for local streets and roads, split 50 percent for each
- $127 million for the Public Transportation Account (PTA), split 50 percent for STIP rail projects and 50 percent for the State Transit Assistance (STA) program, used mainly for operations expenses by transit operators
The STIP and TCRP funds, as well as the STIP funds coming from the PTA, will be allocated according to the following criteria. The remaining funds will be distributed by formula.

The STIP and SHOPP

The CTC adopted criteria for the allocation of these limited resources. All projects programmed in the following categories will receive allocations as they are submitted:

1. State Safety, Operations, and Rehabilitation Projects (funded through Caltrans’ State Highway Operations and Preservation Program, or SHOPP)
2. Projects funded from dedicated sources such as Transportation Enhancement (TE) and the PTA
3. Planning, Programming and Monitoring (PPM)
4. Required STIP mitigation for construction projects already allocated
5. Projects to match federal bridge funds

In addition, other projects programmed in FY 2005/06 in the following categories will receive allocations on a first-come, first-served basis until September 2005 or until the Commission has allocated $500 million for these projects, whichever is earlier. (These $500 million are for allocations under criteria 6 through 9 below.) At that time, the allocation plan will be reviewed, and these projects may be given priority for allocation in the following category order:

6. Interregional road system projects
7. Highway/railroad grade separation projects
8. Projects to increase the capacity of other state highways and local roads by adding new lanes
9. Operational improvements

The following projects will be given a lower priority, funding them only when eligible for TE or PTA programs, or if sufficient funding exists for all projects in higher priority categories:

10. Local road rehabilitation and reconstruction
11. Bicycle and pedestrian facilities
12. Landscaping
13. Enhancements, including soundwalls and signage
14. Transportation demand management, including ridesharing and freeway service patrols
15. Match for federal Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds

Within the San Diego region, the projects shown in Table 1 are programmed in FY 2005/06 in STIP or SHOPP programs. Projects under criteria 1-9 have a higher likelihood of getting an allocation. Project locations are shown in Attachment 1.
### Table 1. CTC’s Priority Allocations for STIP and SH O P P Projects in San Diego

<table>
<thead>
<tr>
<th>Map Ref. #</th>
<th>Applicable Criterion</th>
<th>Project or Program</th>
<th>Description</th>
<th>Amount ($millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>SHOPP Safety</td>
<td>3 projects</td>
<td>$6.48</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
<td>SHOPP Operations</td>
<td>7 projects</td>
<td>$35.68</td>
</tr>
<tr>
<td>3</td>
<td>1</td>
<td>SHOPP Rehabilitation</td>
<td>7 projects</td>
<td>$33.88</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
<td>TE</td>
<td>Pilot Smart Growth Incentive Program</td>
<td>$2.49</td>
</tr>
<tr>
<td>5</td>
<td>2</td>
<td>Mid-Coast LRT</td>
<td>Environmental and Preliminary Engineering</td>
<td>$4.00</td>
</tr>
<tr>
<td>6</td>
<td>4</td>
<td>PPM</td>
<td>Planning, Programming, and Monitoring</td>
<td>$0.33</td>
</tr>
<tr>
<td>7</td>
<td>6</td>
<td>SR 905</td>
<td>I-805 to Otay Mesa Port of Entry - Right of Way</td>
<td>STIP-IIP $37.50</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>STIP-RIP $12.50</td>
</tr>
<tr>
<td>8</td>
<td>6</td>
<td>SR 905</td>
<td>I-805 to Otay Mesa Port of Entry - Construction</td>
<td>STIP-IIP $45.70</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>STIP-RIP $12.75</td>
</tr>
<tr>
<td>9</td>
<td>9</td>
<td>Operational Improvements</td>
<td>Changeable Message Signs at Various Locations</td>
<td>$1.12</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Subtotal Criteria 1-9</td>
<td>$192.43</td>
</tr>
<tr>
<td>10</td>
<td>14</td>
<td>TDM</td>
<td>Rideshare and vanpools</td>
<td>$3.53</td>
</tr>
<tr>
<td>11</td>
<td>15</td>
<td>Match Reserve</td>
<td>Match to federal RSTP/CMAQ funds</td>
<td>$0.44</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Subtotal Criteria 10-15</td>
<td>$3.97</td>
</tr>
</tbody>
</table>

**TCRP**

Although the state budget identifies $678 million in Proposition 42 funds for TCRP projects, Caltrans estimates that there are approximately $1.57 billion in continuing expenditures and new allocations in FY 2005/06. Therefore, the CTC also adopted criteria for the allocation of TCRP funds in FY 2005/06. The priority listing is as follows:

A. Ensure TCRP projects that are allocated continue to receive reimbursements
B. Reimburse TCRP projects that have completed an approved AB 1335 Letter of No Prejudice
C. Project TCRP funding “match” for TCRP projects that:
   1. Will receive a STIP construction allocation in FY 2005/06; and
   2. Supports a prior STIP construction action (e.g. GARVEE approval).
D. Allocate construction or procurement funding at the July or August 2005 CTC meetings for those TCRP projects that can have a construction or procurement contract executed by the end of the current calendar year (December 31, 2005).
E. Allocate construction or procurement funding for those TCRP projects that can have a construction or procurement contract executed by the end of the current fiscal year (June 30, 2006).
It should be noted that almost three years have elapsed since the last TCRP allocation. Caltrans developed a list of potential new allocations for the region based on the above criteria, shown in Table 2:

**Table 2. New TCRP Allocations Anticipated in FY 2005/06**

<table>
<thead>
<tr>
<th>Map Ref. #</th>
<th>Applicable Criterion</th>
<th>Project Description</th>
<th>Amount ($millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>B</td>
<td>Encinitas Passing Track</td>
<td>$3.29</td>
</tr>
<tr>
<td>13</td>
<td>B</td>
<td>Encinitas Grade-Separated Pedestrian Crossing</td>
<td>$1.25</td>
</tr>
<tr>
<td>14</td>
<td>B</td>
<td>Leucadia Boulevard Grade Separation Crossing</td>
<td>$0.20</td>
</tr>
<tr>
<td>15</td>
<td>C</td>
<td>I-15 Managed Lanes - Freeway Elements</td>
<td>$6.90</td>
</tr>
<tr>
<td>16</td>
<td>D</td>
<td>Oceanside-Escondido SPRINTER LRT</td>
<td>$80.00</td>
</tr>
<tr>
<td>17</td>
<td>D</td>
<td>Oceanside Transit Center Parking Structure</td>
<td>$0.59</td>
</tr>
<tr>
<td>18</td>
<td>E</td>
<td>I-15 Managed Lanes - Transit Elements</td>
<td>$23.10</td>
</tr>
<tr>
<td>19</td>
<td>E</td>
<td>I-5/I-805 “Merge” Freeway Widening to Lomas Santa Fe Interchange</td>
<td>$6.00</td>
</tr>
<tr>
<td>20</td>
<td>E</td>
<td>Pacific Surfliner (Oceanside Double Tracking)</td>
<td>$5.50</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Total Anticipated New TCRP Allocations</strong></td>
<td><strong>$126.83</strong></td>
</tr>
</tbody>
</table>

**2006 Fund Estimate**

The CTC released its draft 2006 Fund Estimate at the July 2005 meeting. The Fund Estimate is a set of major assumptions that generate the revenue forecasts for the next five years for various programs, including the State Highway Account (SHA) and the PTA. These in turn are used to determine the available funds during the cycle for the SHOPP and STIP, among other programs. The Commission developed two scenarios based on assumptions of revenues under existing law and a more conservative estimate for both FY 2005/06 and FY 2006/07. Briefly, the assumptions are as follows:

**Scenario A – Based on existing law:**

- 2005/06: Transportation Investment Fund (TIF) transfer, tribal gaming loan repayment, no PTA spillover
- 2006/07: TIF transfers, PTA spillover revenues*, Transportation Deferred Investment Fund (TDIF) repayments

*PTA spillover revenues occur when the state collects more sales taxes on gasoline due to significantly higher fuel prices, as the state has experienced in the past two years. The difference between these higher collections and what would normally be collected is the spillover revenue.

**Scenario B – Conservative estimate:**

- 2005/06: Same as Scenario A
- 2006/07: No TIF transfers, no PTA spillover revenues, no TDIF repayments

The funds available for the 2006 STIP under Scenario A for the five-year cycle from FY 2006/07 to FY 2010/11 total nearly $2 billion across the state. These funds are over and above the currently programmed levels in the 2004 STIP and would be available for new programming. It should be
noted, however, that over half of the new funds available will need to be programmed on PTA-eligible projects, which include transit and other public transportation projects. The reason for this is that the state’s safety, operations, and rehabilitation projects, funded through Caltrans’ SHOPP program, will absorb the vast majority of the funds available through the SHA, leaving few funds left over for highway projects within the STIP. Another important point is that the vast majority of these new funds are in the latter two years of the five-year cycle, as shown in Table 3:

| Table 3. STIP Programming Capacity under Scenario A ($millions) |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|                  | 2006/07         | 2007/08         | 2008/09         | 2009/10         | 2010/11         | Total           |
| STIP Capacity    | $1,154          | $1,261          | $1,219          | $1,191          | $969            | $5,794          |
| 2004 STIP Commitments | $1,278          | $1,231          | $1,316          | $0              | $0              | $3,825          |
| New STIP Programming | ($124)          | $30            | ($97)           | $1,191          | $969            | $1,969          |

Annual programming capacity targets for the regions are not currently available and will be released in September as part of the adopted 2006 Fund Estimate. At the July CTC meeting, the CTC approved delaying the adoption from August to September 29, 2005, to allow key pending issues to be resolved or come closer to resolution. Among these are the closing of the state fiscal year to determine beginning balances, re-authorization of the federal transportation bill, and the payment schedule for the new Toll Bridge Seismic Retrofit Program finance plan under AB 144. It should be noted that AB 144 proposes to shift $630 million from the SHA and PTA Spillover accounts to the Toll Bridge Seismic Retrofit Program.

The programming capacity under Scenario B is bleak. There would not be any STIP capacity for new projects, and in addition, the vast majority of currently programmed funds would need to be dropped from the STIP as the entire balance of the State Highway Account would be used to cover the state’s safety, operations and rehabilitation program (SHOPP). Table 4 shows virtually no funds to cover the existing 2004 STIP commitments. Under Scenario B, all the STIP programming capacity is sourced with PTA funds, which means that only transit and other public transportation projects would be eligible for allocation.

| Table 4. STIP Programming Capacity under Scenario B ($millions) |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|                  | 2006/07         | 2007/08         | 2008/09         | 2009/10         | 2010/11         | Total           |
| STIP Capacity    | $30             | $27             | $20             | $22             | $14             | $5,794          |
| 2004 STIP Commitments | $1,278          | $1,231          | $1,316          | $0              | $0              | $3,825          |
| New STIP Programming | ($1,248)        | ($1,204)        | ($1,296)        | $22             | $14             | ($3,712)        |

Re-authorization of the Federal Transportation Bill

After nearly two years of delay, Congress has finally approved the re-authorization of the Transportation Equity Act for the 21st Century (TEA-21). The new law is called Safe, Accountable, Flexible, Efficient Transportation Equity Act: -- A Legacy for Users (SAFETEA-LU), and identifies $286.45 billion to be distributed over a six-year period, ending in 2009. Funding under SAFETEA-LU
is 42 percent higher than that authorized under TEA-21, as shown in Table 5 below. The split between highway and transit also changed, with a slightly higher percentage directed to transit projects (18.4 percent vs. 17.8 percent under TEA-21).

Table 5. Comparison between TEA-21 and SAFETEA-LU

<table>
<thead>
<tr>
<th>Element</th>
<th>TEA-21 Previous Bill</th>
<th>% of Total</th>
<th>SAFETEA-LU</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highways</td>
<td>$166.0</td>
<td>82.2%</td>
<td>$233.9</td>
<td>81.6%</td>
</tr>
<tr>
<td>Transit</td>
<td>$36.0</td>
<td>17.8%</td>
<td>$52.6</td>
<td>18.4%</td>
</tr>
<tr>
<td>Total</td>
<td>$202.0</td>
<td>100.0%</td>
<td>$286.5</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Increase</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highways</td>
<td>$67.9</td>
<td>41%</td>
</tr>
<tr>
<td>Transit</td>
<td>$16.6</td>
<td>46%</td>
</tr>
<tr>
<td>Total</td>
<td>$84.5</td>
<td>42%</td>
</tr>
</tbody>
</table>

SAFETEA-LU identified a significantly higher number of earmarks nationwide for highway and transit projects than the previous legislation. The San Diego region will receive $85.12 million in highway project earmarks and $5.43 million in bus project earmarks for a total of $90.55 million. Specific projects are listed in Attachment 2, and their locations are shown in Attachment 3. The San Diego region’s share of the total statewide highway projects distribution is approximately 7.4 percent.

In addition, as part of the Federal Transit Administration (FTA) New Starts program, the bill identified $89.34 million for the Mission Valley East light rail transit extension project and $67.21 million for the SPRINTER project between Oceanside and Escondido. Additional projects authorized under the New Starts program, but without any appropriations at this time, include the Mid-Coast Extension, the South Bay and San Diego Transit First Bus Rapid Transit projects, the LOSSAN Corridor, and the Mag-Lev rail corridor between San Diego and a proposed Imperial Valley Airport. An additional $11 million was identified as a Project Authorization for the Mid-Coast light rail transit extension project to University City.

Other highlights of the legislation include:

- A rate of return that will increase from the current 90.5 percent to 91.5 percent in 2006, and to 92 percent beginning in 2008 for California.

- Continuation of Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) programs, with some modifications in the formula to broaden eligibility.

- The requirements to conduct a regional transportation plan have been changed from every three years to every four years.

- Environmental streamlining that will include a National Environmental Policy Act (NEPA) Delegation Pilot Program for California and four other states.
• Increase in Metropolitan Planning Organization funding from 1 percent to 1.25 percent.

• Creation of a Small New Starts Program for projects where the federal share is less than $75 million. Certain Bus Rapid Transit projects would qualify under this program.

• The New Starts category expands a fixed guideway capital project to include a corridor based bus capital project if certain criteria are met.

• Hybrid vehicles with a single occupant allowed in HOV lanes.

• Continuation of the Value Pricing Pilot Program in 15 states, including California.

• Amends the Coordinated Border Infrastructure program to be formula based to borderstates only. The California share is $106 million over a five-year period.

• Increased flexibility in using design-build contracting.

• Amendments to increase eligibility on existing innovative finance programs, including the Transportation Infrastructure Finance and Innovation Act (TIFIA).

• Private Activity Bonds for highways and surface freight transfer facilities totaling $15 billion.

• Other new funding programs include Highway Safety Improvement Program and Highways for Life.

The details and specific funding amounts derived from the formula-based programs relative to the San Diego region’s share are still unknown. Interpretation of the new rules is also pending and will be discussed as the information becomes available.

Next Steps

Development of the San Diego region’s 2006 STIP will be pending adoption of the 2006 Fund Estimate by the CTC. Submittal of the regions’ 2006 STIPs is currently proposed to be delayed by a period of time equivalent to the delay in the adoption of the Fund Estimate. Given the current CTC-approved schedule of September 29, 2005, for adoption of the Fund Estimate, it is anticipated that staff will present draft options under an updated Scenario A for discussion at the second Transportation Committee meeting currently scheduled for October 21, 2005.

RENEE WASMUND
Director of Finance

Attachments: 1. Anticipated STIP, SHOPP, and TCRP New Allocations in FY 2005/06 (Map)
2. SAFETEA-LU Project Funding in the San Diego Region
3. SAFETEA-LU Funded Projects in the San Diego Region (Map)

Key Staff Contact: José A. Nuncio, (619) 699-1908, jnu@sandag.org
STIP, SHOPP, and TCRP New Allocations in Fiscal Year 2005/2006

August 2005

Anticipated STIP, SHOPP, and TCRP New Allocations in Fiscal Year 2005/2006

Projects Not in Specific Location

Federal Matching Funds
Ridehare
Planning, Programming & Muni Growth
Rideshare
Federal Matching Funds

San Diego Region

San Diego
La Jolla
Del Mar
Solana Beach
Encinitas
Carlsbad
Oceanside
National City
Camp Pendleton
Chula Vista
Camp Pendleton
National City
Tijuana, B.C.

MAP AREA

8
<table>
<thead>
<tr>
<th>Ref #</th>
<th>Project</th>
<th>Amount ($000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>H1</td>
<td>SR 905 between Otay Mesa Port of Entry and I-805 - Construction</td>
<td>12,000</td>
</tr>
<tr>
<td>H2</td>
<td>I-5/SR 56 Connectors - Construction</td>
<td>6,400</td>
</tr>
<tr>
<td>H3</td>
<td>SR 52 East Improvements</td>
<td>6,000</td>
</tr>
<tr>
<td>H4</td>
<td>Coronado Tunnel - Planning, design, engineering, and construction</td>
<td>9,000</td>
</tr>
<tr>
<td>H5</td>
<td>I-15 Managed Lanes - Construction between SR 163 and SR 78</td>
<td>5,000</td>
</tr>
<tr>
<td>H6</td>
<td>I-5/I-8 Connectors - Completion</td>
<td>4,800</td>
</tr>
<tr>
<td>H7</td>
<td>SR 67/SR 52 Interchange Improvements</td>
<td>4,000</td>
</tr>
<tr>
<td>H8</td>
<td>SR 76 Road Widening, Melrose Drive to Interstate 15</td>
<td>4,000</td>
</tr>
<tr>
<td>H9</td>
<td>I-5/SR 78 Interchange Improvements</td>
<td>4,000</td>
</tr>
<tr>
<td>H10</td>
<td>Construct truck lane from Britannia Blvd. to the Otay Mesa Port of Entry</td>
<td>4,200</td>
</tr>
<tr>
<td>H11</td>
<td>Heritage Bridge on Heritage Road between Chula Vista and Otay Mesa - Design and environmental</td>
<td>2,800</td>
</tr>
<tr>
<td>H12</td>
<td>SR 94/I-8 Interchange (Boulevard) - Resurface and construct truck lane</td>
<td>2,400</td>
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<tr>
<td>H13</td>
<td>I-5 Truck Ramp to National City Marine Cargo Terminal - Construction</td>
<td>2,400</td>
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<tr>
<td>H14</td>
<td>I-5/H Street Interchange Widening Improvements - Design and environmental</td>
<td>2,160</td>
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<tr>
<td>H15</td>
<td>Park Boulevard-Harbor Drive Rail Grade Separation</td>
<td>2,800</td>
</tr>
<tr>
<td>H16</td>
<td>Bear Valley Parkway - Construction</td>
<td>1,600</td>
</tr>
<tr>
<td>H17</td>
<td>Poinsettia Lane - Construction</td>
<td>1,600</td>
</tr>
<tr>
<td>H18</td>
<td>I-5/Sorrento Valley Road and Genesee Avenue Interchanges</td>
<td>1,600</td>
</tr>
<tr>
<td>H19</td>
<td>Shoal Creek Pedestrian Bridge</td>
<td>1,200</td>
</tr>
<tr>
<td>H20</td>
<td>Grade separation at 32nd Street between I-15 and Harbor Drive</td>
<td>800</td>
</tr>
<tr>
<td>H21</td>
<td>SR 11 between SR 905 and new East Otay Mesa POE - Design and environmental</td>
<td>800</td>
</tr>
<tr>
<td>H22</td>
<td>Skyline Drive from Sears Avenue to 58th Street - Median landscaping</td>
<td>800</td>
</tr>
<tr>
<td>H23</td>
<td>Parking facility and museum pedestrian access from trolley station - Construction</td>
<td>800</td>
</tr>
<tr>
<td>H24</td>
<td>Children's Village Ranch to Lake Morena Drive - Improvements to access</td>
<td>800</td>
</tr>
<tr>
<td>H25</td>
<td>Maglev between San Diego and proposed Regional International Airport in Imperial Valley - Feasibility Study</td>
<td>800</td>
</tr>
<tr>
<td>H26</td>
<td>I-805/SR 54 Interchange Sound Barriers - Construction</td>
<td>680</td>
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<tr>
<td>H27</td>
<td>San Diego River Multiuse Bicycle and Pedestrian Path</td>
<td>400</td>
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<tr>
<td>H28</td>
<td>Lonestar Road from Alta Road to Enrico Fermi Drive in Otay Mesa - Project design, environmental assessment, and roadway construction</td>
<td>400</td>
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<tr>
<td>H29</td>
<td>Grade Separation at Cesar Chavez Parkway and Harbor Drive</td>
<td>400</td>
</tr>
<tr>
<td>H30</td>
<td>Develop bicycle paths and pedestrian access to Third Avenue</td>
<td>240</td>
</tr>
<tr>
<td>H31</td>
<td>Traffic circle at Via de San Ysidro and West San Ysidro Blvd. - Construction</td>
<td>240</td>
</tr>
<tr>
<td></td>
<td><strong>Subtotal Highways Projects</strong></td>
<td>85,120</td>
</tr>
</tbody>
</table>

| B32   | Bus Maintenance Facility in Escondido - Construction                   | 418            |
| B33   | San Diego Joint Transportation Operations Center (JTOC) - Completion   | 1,672          |
| B34   | Intermodal Facility in Solana Beach - Construction                    | 1,254          |
| B35   | Bus Maintenance Facility in East County - Expansion                   | 1,672          |
| B36   | Transit Center Project in San Luis Rey (Oceanside)                    | 418            |
|       | **Subtotal Bus Projects**                                             | 5,434          |

| NS37  | Mission Valley East LRT: $80,986,880 for FY 2005 and $8,353,424 for FY 2006 | 89,340         |
| NS38  | SPRINTER LRT: $54,560,000 for FY 2005 and $12,651,061 for FY 2006        | 67,211         |
|       | **Subtotal New Starts Projects**                                       | 156,551        |

| PA39  | Mid-Coast Light Rail Transit Extension                                | 11,000         |
|       | **Subtotal Project Authorizations**                                   | 11,000         |

|       | **GRAND TOTAL**                                                      | 258,105        |