TRANSPORTATION COMMITTEE
AGENDA

Friday, January 20, 2006
9 a.m. to 12 noon
SANDAG 7th Floor Conference Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• I-15 MANAGED LANES CORRIDOR UPDATE
• COMPREHENSIVE TRANSIT FARE ORDINANCE

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TRANSPORTATION COMMITTEE
Friday, January 20, 2006

ITEM #

+1. APPROVAL OF DECEMBER 9, 2005, MEETING MINUTES
   APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

CONSENT ITEMS (3 through 7)

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

At its meeting on July 23, 2004, the SANDAG Board 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. The Federal Highway Administration and Federal Transit Administration approved the 2004 RTIP on October 4, 2004. 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. 2005-09, approving Amendment No. 13 to the 2004 RTIP.

+4. AMENDMENT TO FY 2006 OVERALL WORK PROGRAM (OWP): SOUTH BAY BUS RAPID TRANSIT (BRT) PROJECT TO FUND CHULA VISTA H STREET RAPID BUS STUDY (Jennifer Williamson)
   APPROVE

The City of Chula Vista is in the process of adopting its General Plan Update (GPU). The revised GPU proposes increases in density along the H Street Corridor that would be supported by a Bus Rapid Transit (BRT) project that is included in SANDAG’s MOBILITY 2030 Regional Transportation Plan. However, the development intensity proposed in the GPU will encroach onto the public right-of-way, possibly limiting the ability to implement transit priority measures along H Street for full BRT. To determine right-of-way impacts and operational feasibility with the revised densities, the City of Chula Vista is requesting that SANDAG partner with them on a study of the H Street Transit Corridor between I-5 and I-805. The Transportation Committee is asked to: (a) amend FY 2006 OWP Work Element 50009 (South Bay BRT) to include the scope of work for the H Street Transit Study; and (b) to authorize the Executive Director to enter into a Memorandum of Understanding with the City of Chula Vista to contribute $25,000 in funding from Work Element 50009 to the H Street Transit Study.
+5. **CALIFORNIA STATEWIDE HIGH-SPEED PASSENGER RAIL SYSTEM QUARTERLY UPDATE** (Linda Culp)

The California High-Speed Rail Authority 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.

+6. **LOS ANGELES–SAN DIEGO–SAN LUIS OBISPO RAIL CORRIDOR AGENCY BOARD OF DIRECTORS MEETING REPORT** (Linda Culp)

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 December 7, 2005.

+7. **REPORT ON TRIBAL INVOLVEMENT IN THE 2007 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE** (Jane Clough-Riquelme)

SANDAG has partnered with the Reservation Transportation Authority (RTA), a tribal consortium dedicated to serving the transportation needs of tribes in Southern California, to involve tribal nations in regional transportation planning. Currently, SANDAG is updating the Regional Transportation Plan (RTP). Staff will present the Committee with a report on efforts to involve tribal nations in the region in this process.

**REPORTS (8 through 10)**

+8. **FISCAL YEAR 2007 FEDERAL TRANSPORTATION APPROPRIATIONS PROPOSALS** (Ellen Roundtree)

The Fiscal Year 2007 federal appropriations process is scheduled to begin in early February 2006. The Transportation Committee is asked to recommend that the Board approve a prioritized list of transportation funding requests for the Fiscal Year 2007 federal appropriations cycle.
+9. COMPREHENSIVE TRANSIT FARE ORDINANCE (Dan Levy)

In October 2004, SANDAG adopted Policy No. 29: Regional Fare Policy and Comprehensive Fare Ordinance to provide guidelines for setting a uniform, fair and equitable region-wide fare system. The fare policy also established agency roles and responsibilities related to the fare structure and fare setting in the region. Policy No. 29 states that SANDAG has responsibility for adopting a comprehensive Regional Transit Fare Ordinance to set the specific cash and prepaid fare levels, and transfer policies and pricing for the various types of services and rider groups. This report asks the Transportation Committee to recommend that the SANDAG Board of Directors approve the proposed Regional Transit Fare Ordinance. The proposed ordinance maintains all existing fares, passes, transfers, and revenue-sharing arrangements, and adds new provisions to facilitate introduction of SmartCard fare media.

+10. INTERSTATE 15 (I-15) MANAGED LANES CORRIDOR UPDATE INFORMATION (Dean Hiatt)

Caltrans and SANDAG are jointly implementing the I-15 TransNet Early Action project authorized by the SANDAG Board of Directors in January 2005. The Managed Lanes will support implementation of the region’s first Bus Rapid Transit (BRT) services and provide service for high-occupancy vehicle (HOV) users and FasTrak patrons. The construction of the Managed Lanes, Direct Access Ramps, and Park-and-Ride/Station facilities is progressing rapidly on the Middle Segment between State Route 56 and Centre City Parkway in Escondido. SANDAG and Caltrans will make a presentation to the Transportation Committee on the construction progress on this TransNet Early Action Project.

11. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, February 17, 2006, at 9 a.m.

12. ADJOURNMENT

+ next to an agenda item indicates an attachment
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 Bob Emery (Metropolitan Transit System [MTS]) and a second by Councilmember Jerry Rindone (South County), the Transportation Committee approved the minutes from the November 18, 2005, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS
   
   Chuck Lungerhausen, a member of the public, reminded Committee members that it was just a year ago today that we were contemplating the need for passage of the TransNet Extension and how to spend those funds ahead of time. He was glad that the voters approved that measure.

   Chair Kellejian noted that at a joint Regional Planning Committee and Transportation Committee meeting in September, 14 projects were approved for the Pilot Smart Growth Incentive Program. At that meeting, some questions were raised about the scoring methodology used. Included in this agenda package is a memorandum sent in response to those concerns.

   Chair Kellejian called upon Paul Jablonski, Chief Executive Officer of MTS, to recognize SANDAG staff who volunteered at the Green Line opening. Mr. Jablonski stated that the Green Line has proven to be extraordinarily successful, carrying over 6,000 students a day and having a huge positive impact on parking at San Diego State University (SDSU). He added that 25 percent of the number of people attending events at Qualcomm Stadium is being carried by trolleys. He recognized several SANDAG staff members for their efforts on this project, including Toni Bates in Planning, Renee Wasmund and Susan Brown in Finance, and the entire SANDAG engineering department.
CONSENT ITEMS

Chair Kellejian noted there was a request to pull item No. 6 from Consent.

3. COMPREHENSIVE 2007 REGIONAL TRANSPORTATION PLAN (RTP): FORMATION OF AN AD HOC WORKING GROUP TO REVIEW TRANSPORTATION PROJECT EVALUATION CRITERIA (APPROVE)

Staff proposes forming an ad hoc working group to review and update the transportation project evaluation criteria for the Comprehensive 2007 RTP update. One or two volunteers from the various existing transportation and planning advisory groups would join transportation agency staff on the working group. The Transportation Committee is asked to approve the formation of and charter for the Transportation Project Evaluation Criteria Ad Hoc Working Group, which would begin meeting in January 2006.

4. DRAFT 2006 STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (APPROVE)

Caltrans has released its draft 2006 State Highway Operations and Protection Program (SHOPP) for review and comment. The SHOPP is a four-year program updated every two years and includes safety, rehabilitation, and operations projects on the state highway system. The draft 2006 SHOPP includes approximately $205 million for the San Diego region from FY 2007 to FY 2010. The Transportation Committee is asked to approve the submittal of comments to Caltrans for inclusion with its submittal of the 2006 SHOPP to the California Transportation Commission.

5. UNMET TRANSIT NEEDS HEARING RESULTS (ACCEPT)

SANDAG's Subcommittee for Accessible Transportation (SCAT), acting as the region's Social Service Transportation Advisory Council, received testimony to learn of transit needs of seniors and persons with disabilities. A Noticed Public Hearing was held in San Diego and additional publicized meetings to receive comments were held in four locations around the region. Additional comments were received electronically and by mail. The Transportation Committee is asked to accept these comments for consideration during the annual regional short range transit planning process.

Action: Upon a motion by Councilmember Rindone and a second by Jim Madaffer (City of San Diego), the Transportation Committee approved Consent Items 3 through 5.

6. FULL ACCESS AND COORDINATED TRANSPORTATION (FACT) (INFORMATION)

SANDAG, through SourcePoint, is the Coordinated Transportation Service Agency (CTSA) for San Diego County. CTSA assists the nonprofit sector with coordinating its specialized transportation programs and improving the management of these programs. Full Access and Coordinated Transportation (FACT) is a community-based group that has recently emerged that envisions a single regionwide agency that would provide a centralized dispatching function for all specialized transportation providers. FACT is promoting a pilot project in the North County area. SANDAG staff is currently participating in the FACT initiative to evaluate feasibility and appropriate organizing structure, and also is reviewing...
the role of the CTSA to determine if potential changes could be made to support the FACT initiative. This report is presented for information.

Dan Levy, Senior Transportation Planner, indicated that a report on this matter had been presented to the North County Transit District (NCTD) Board a few weeks ago. This initiative would provide more coordination and build a common dispatch system. The advantages would be more capacity and lower cost. The federal government supports this type of initiative.

Chair Kellejian indicated that this item is presented for information only.

Councilmember Emery asked if this initiative would be funded through a specific category in the TransNet Extension. Mr. Levy replied that this initiative is not funded in any way. CTSA receives 2 percent of the Transportation Development Act (TDA) funds for paratransit services. Councilmember Emery asked if it would come off of the amount the two transit operators receive for paratransit services. Mr. Levy responded that funding could come from the 2 percent TDA or another source.

Councilmember Phil Monroe asked if there is any project that won’t be done because we are adopting this initiative. Ms. Toni Bates, Division Director of Transit Planning, explained that the CTSA is funded with 2 percent of TDA Article 4.5 monies. It provides transportation information to various agencies. FACT would like to create an agency that could provide dispatch services for coordinated social service providers and possibly public transit Americans with Disabilities Act (ADA) services. People will be able to call FACT and be matched with the most appropriate service provider for the need.

Councilmember Monroe said that he was amazed at the number of social service agencies providing various forms of transportation. He thought that coordinating these services was a great idea.

Ms. Bates added that when the TransNet Extension comes on line in 2008 there will be money for social service transportation needs through the mini-grant program.

Mr. Jablonski asked a number of questions about this initiative. Ms. Bates responded that we don’t know the answers; however, staff plans to report back early next year with more information on the issues associated with moving forward with this kind of proposal.

Mayor Art Madrid (East County) suggested that dial-a-ride services be included in the study of this initiative.

Karen King, NCTD Executive Director, commented that NCTD is excited to work with SANDAG on this item. This proposal was initiated in North County primarily for service for senior citizens, which has been a priority for the NCTD Board. She wanted to make sure that SANDAG was aware of this effort. We think it is an opportunity to improve service for seniors and the disabled.

Councilmember Emery suggested that this item be discussed by the Joint Committee on Regional Transit (JCRT) and asked that it be added to the next JCRT agenda.
Public Comment:

Rick Howard, NCTD, reiterated NCTD’s excitement about this prospect. He said that NCTD is looking forward to the implementation of this FACT program.

Ed Gallo (NCTD) asked staff to consider the possibility of coordinating this effort with the 211 system. He agreed with the consolidation of these types of services.

Action: Upon a motion by Councilmember Rindone and a second by Supervisor Pam Slater-Price (County of San Diego), the Transportation Committee unanimously accepted this report for information.

CHAIR’S REPORTS

7. FREEWAY TRANSIT LANE DEMONSTRATION PROJECT (INFORMATION)

The Transit Freeway Lane Demonstration Project began on Monday, December 5, 2005. A press tour of the operation was held on December 1, 2005. The one-year demonstration, modeled after a successful program in Minneapolis, converts freeway shoulders to transit lanes during the peak periods along a section of State Route (SR) 52 and Interstate 805 (I-805) to provide congestion by-pass for existing transit Route 960. The demonstration will evaluate the effectiveness in improving travel time and reliability for transit; safety; and passenger freeway, auto driver, and bus driver perceptions. If successful, the demonstration could become permanent and be expanded to other freeway transit operations in the region.

Chair Kellejian noted that this project started on December 5, 2005. He said this project would not have taken place without the partnership of Caltrans, the California Highway Patrol (CHP), and MTS. On Thursday, December 1, local media toured this project. Many television stations repeated this story several times. In addition, radio ads will run for three weeks, and Take One brochures are available on the commuter buses and trolleys to further inform commuters about this project. Comments have also been received via the SANDAG Web site. This two-year demonstration project is being watched by other transit agencies all over the nation. Staff will bring progress reports back to this Committee on a quarterly basis.

Pedro Orso-Delgado, Caltrans, District 11 Director, commented that it took a lot to get this project underway. Caltrans is excited as it sees this as a potential project that could be used throughout the state. As we move along, we will learn to make improvements and fine-tune the program.

Mr. Jablonski added that there have been no operational difficulties to date. He thought this project could have significant application around the region.

CHP Chief Skip Carter stated that the CHP met with Caltrans Director Will Kempton and others to discuss the various aspects of this demonstration project. It is understood that if it becomes dangerous this project can be terminated immediately. He said that the CHP was
concerned about losing the freeway shoulder to get disabled cars out of the way of traffic. However, he understands that the bus drivers will move back into traffic lanes if there is a disabled vehicle on the freeway shoulder. There are a lot of safeguards in this proposal. There are various other efforts that the CHP would like to coordinate with this program, and they will meet to discuss these issues. He noted that the CHP is looking into locating a CHP satellite office along the Interstate 15 (I-15) corridor.

Councilmember Emery asked about an MTS bus sticker on a bus that was not using the shoulder lane that explained the bus-on-shoulder project. Mr. Jablonski said that the sticker was designed to be part of this project and that that particular bus was probably assigned to a different route at that time.

A short video of a newscast was shown of the freeway transit lane demonstration in operation.

Chair Kellejian clarified that freeway shoulders would only be used when freeway speeds drop below 35 mph in the peak periods.

REPORTS (8 through 11)

8. FISCAL YEAR 2007 FEDERAL APPROPRIATIONS PROCESS FOR TRANSPORTATION PROJECTS (APPROVE)

Ellen Roundtree, Director of Government Relations, reported that each year SANDAG approves a list of transportation projects for funding consideration during the annual federal appropriations process. For the last three years SANDAG, MTS, and NCTD representatives have traveled to Washington D.C., to present a united front on these projects. It is likely that the funding levels for discretionary projects will be limited. Staff is recommending a process for transportation project selection. The following criteria were developed to determine the appropriate projects. Candidate projects must be in construction and require additional funding; are “ready to go” to construction; have significant local funding identified; are environmentally cleared; improve security and safety in the region; and protect the region’s investment in infrastructure, including rolling stock. She noted that projects meeting a greater number of these criteria would be ranked higher. Following the approval of the criteria, staff will develop a project list and report back in January.

Councilmember Rindone suggested that staff have a dialogue with our local congressional representatives to solicit their thoughts and input. Mr. Gallegos agreed to work on that suggestion.

Ms. Roundtree noted that our new federal lobbyist is now in place and will be assisting us in this matter with our congressional representatives in Washington, D.C.

Mayor Madrid asked if the two transit agencies will be involved in the process. Ms. Roundtree replied affirmatively.
Councilmember Monroe stated that the agenda report indicates the criteria are consistent with those followed when prioritizing Traffic Congestion Relief Program (TCRP) projects, but the criteria do not clarify projects that will significantly relieve congestion. Mr. Gallegos explained that the reference to the TCRP was to reflect that the proposed criterion is consistent with the previous prioritization of the TCRP and STIP projects. Mr. Gallegos said that this information will go to our federal congressional representatives for project priorities for federal funding purposes.

**Action:** Upon a motion by Councilmember Rindone and a second by Supervisor Slater-Price, the Transportation Committee approved the proposed criteria for selecting transportation projects for the FY 2007 federal appropriations cycle.


Mike Hix, Principal Transportation Planner, reported that the RTP was adopted in 2003 and included two funding scenarios and a reasonably expected revenue plan. The third scenario is unconstrained by funding limits. Every three years, the agency must demonstrate that its plan conforms to air quality requirements. The revenue constrained plan is limited to current sources of transportation funds projected to 2030. We would also align the RTP and Regional Transportation Improvement Program (RTIP) with the federal improvement program. This update is focused on revising the cost estimates and revenue forecasts for the revenue constrained plan. We will conduct a comprehensive RTP update in 2007, and it will include the Regional Comprehensive Plan (RCP), new 2030 land use forecasts, Smart Growth opportunity areas, the Independent Transit Planning Review, and issue papers.

Mr. Hix said that the RTP Update includes updated project costs and revenues and necessary adjustments. The first step was to update the project costs including SR 125, SR 56, and the Green Line. Next, we added in the TransNet Early Action Projects (EAP) that are not already in the revenue constrained plan. This includes work on I-5, SR 76, I-805, and the Super Loop. The next step revised the cost estimates to 2005 dollars, which total $36 billion.

Mr. Hix stated that on the revenue side we added increased revenues projected from the TransNet Extension, although there are three fewer years in the 2007 RTP. We have received reduced state and federal money since 2003. The result is about $36 billion by 2030. However, we have a cash-flow problem as we don’t have all of the money arriving when we need it. We will need to borrow money to advance the EAP. We assumed about $5 billion from the TransNet Extension bond proceeds in the RTP Update. We kept the revenue constrained plan intact, though several projects were pushed out to later years compared to the last RTP. We will reassess all projects in the 2007 RTP and include the latest Plan of Finance for the TransNet Extension.

Mr. Hix said that the environmental analysis takes the existing RTP and revises only the revenue constrained plan. SANDAG has developed a supplemental Environmental Impact Report (EIR) based on the last one (2003). There are no new significant impacts in the supplemental EIR, and it will be circulated for a 45-day public comment period.
Councilmember Monroe asked which projects have been moved to later years. Mr. Hix replied that several highway and transit projects would be delayed.

Chair Kellejian clarified that these projects are not being eliminated...just pushed out to later years. He asked how far these projects would be delayed. Mr. Hix responded that in the RTP projects are scheduled by decades. Chair Kellejian said that that doesn’t mean it will be delayed ten years. It means that projects would be implemented some time during that 10-year period. Mr. Gallegos said it was important to recognize this is the long-range plan. The RTP will be updated regularly, and there will be times when we receive funding and other times when we won’t.

In response to concerns that the El Cajon Boulevard Showcase Bus Rapid Transit (BRT) project would be delayed, Ms. Bates said that staff is developing a phasing plan for the Showcase BRT project, and she will report back later with that information.

Councilmember Madaffer suggested that staff report back in the next month or so with a list of the phased projects so that the Board of Directors has a chance to review the priorities and see exactly where the projects fit into the schedule.

Mr. Gallegos encouraged the Committee to approve this item. He reminded Committee members that this is a “zero sum” game, and some projects will move up the ranking list and others will move down the ranking list. However, he stated that if this item is not moved forward SANDAG would risk not complying with air quality conformance requirements.

**Action:** Upon a motion by Supervisor Slater-Price and a second by Mayor Cafagna (North County Inland), the Transportation Committee: (1) accepted for distribution the Draft RTP and Draft Supplemental Environmental Impact Report (SEIR) for public review; and (2) scheduled a public hearing and the close of the public comment period on the Draft RTP and Draft SEIR for the January 27, 2006, Board of Directors business meeting.

Chair Kellejian called for a five-minute break at 10:09 a.m. The meeting was reconvened at 10:13 a.m.

### 10. DRAFT 2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (RECOMMEND)

Jose Nuncio, Senior Engineer/Program Manager, reported that the STIP is a five-year program from FY 2007 through FY 2011 dedicated towards major capacity improvements for both highway and transit projects, and it is updated every two years. The last time it was updated was in 2004. He said that most of the funding is programmed for State Route (SR) 52. The California Transportation Commission (CTC) has indicated that the 2006 STIP targets are showing the money being delayed from the year 2009 to 2011. This means that projects currently programmed in 2007 to 2009 would need to be pushed out a couple of years.

Mr. Nuncio stated that the Transportation Committee previously approved the 2006 STIP criteria as follows: complete the currently programmed STIP projects, focus on the TransNet
EAP, construct and implement projects as early as possible, maintain existing program levels, and adjust programming to account for funding by other sources.

Mr. Nuncio reviewed the 2006 STIP proposed program with a total cost of $177.72 million. STIP Transportation Enhancement (TE) funds are managed by the CTC, and there is $16.6 million already programmed as part of the Smart Growth Incentive Program. About $6.35 million that has been identified by the CTC will come to the San Diego region.

Staff does not agree with the CTC’s timing proposal; the CTC indicates that funding is not available until FY 2009, but we need the money sooner. Some agencies have projects that are not ready to implement or are prioritized at a later date. This opens up earlier funding opportunities for use now. Staff proposes that SANDAG step in and notify the CTC that we have projects ready for implementation funding. Mr. Nuncio stated that there are two choices to use the $6.3 million in TE funds: provide additional funding for the Pilot Smart Growth Incentive Program, or call for projects to identify other TE-eligible projects. Mr. Gallegos said that these funds are used for projects over and above what you would normally include in a transportation project.

Mr. Nuncio reviewed the recommended actions and next steps.

Chair Kellejian thought there was already a list of projects in line for funding under the Smart Growth Incentive Program. Mr. Gallegos agreed that was the case, but he also wanted to provide a choice so that SANDAG can issue a call for projects under the TE program.

Supervisor Slater-Price asked for a matrix of pending projects for funding. Mr. Gallegos agreed to provide that information.

Councilmember Rindone asked if new Trolley vehicles would be an eligible TE project. Mr. Gallegos replied that he didn’t think the federal government would determine the purchase of trolley cars to be eligible for the TE program.

Mr. Nuncio said the action was that the Committee recommend to the SANDAG Board the following programming for the 2006 STIP: (1) construction of the SR 52 extension from SR 125 to SR 67 ($140.893 million), (2) design and purchase of right-of-way for the Mid-Coast Trolley Extension to University City ($5.254 million), (3) construction of freeway incident detectors ($6.050 million), (4) SANDAG planning and programming monitoring ($2.558 million), and (5) Transportation Enhancement projects ($22.964 million).

Mayor Cafagna asked about our ability to lobby for funds that are not currently being used. Mr. Gallegos responded that the state will have a better idea in January about the funding scenario. The strategy is to visit the CTC to find out if there is any more money. We have overprogrammed our dollars and that is the reason there is no early funding available as part of the CTC’s programming targets.

Mr. Gallegos suggested that the action be bifurcated to defer the TE decision.

Mr. Jablonski commented that out of $177 million, only $5 million is for transit.
Mr. Nuncio responded that the Mid-Coast project received an STIP allocation from the CTC just a couple of months ago and does not need additional funds in the near term. Staff will reconsider adding more funding in the next STIP programming cycle.

Action: Upon a motion by Mayor Cafagna and a second by Councilmember Madaffer, the Transportation Committee unanimously recommended that the SANDAG Board of Directors approve the 2006 STIP programming proposal, with the exception of the Transportation Enhancement funds. Final submittal to the California Transportation Commission is due by January 30, 2006, with a list of smart growth projects.

11. PRIORITIES FOR COASTAL RAIL CORRIDOR MAJOR CAPITAL PROJECTS (RECOMMEND)

Ellen Roundtree, Director of Governmental Relations, reported that approximately $66 million is available for intercity coastal rail improvements. The California Division of Rail and the CTC have asked SANDAG and NCTD to prioritize projects for potential use of this money. The Traffic Congestion Relief Program (TCRP) identifies double-track projects, reprogramming of Proposition 116, and reprogramming the State Transportation Improvement Program (STIP). She reviewed the list of major rail corridor projects that total $66.6 million, including: Santa Margarita Bridge & Second Track ($40.2 million), Del Mar Bluff Stabilization ($7 million), Oceanside Double Track ($9.8 million), Encinitas Pedestrian Crossing ($4 million), Signal System Replacement ($1 million), Sorrento to Miramar Double Track Final Design Phase 1 ($1.7 million), Sorrento to Miramar Double Track Final Design Phase 2 ($2.2 million), and the San Dieguito River Bridge and Second Track ($1.7 million).

Ms. Roundtree indicated that Caltrans advises that proposed projects should be ready or near ready to go, and high consideration would be given for double-track projects that enhance railroad operations and increase capacity, TCRP funds can be used only for double-track and capacity projects, and failure to use long-range programmed funds could put STIP money at risk.

Ms. Roundtree reviewed the evaluation process that NCTD used for its ranking of projects: (1) improvements to rail corridor safety, (2) improvements to operational reliability, (3) capacity increase to overall railroad, (4) travel time savings, (5) readiness to move to construction, and (6) total funding needs, both in the near- and long-term.

Ms. Roundtree reviewed the recommended actions and the next steps to take.

Mr. Gallegos said that a letter from Karen King, NCTD Executive Director, has been passed out to Committee members. Staff recommends support for the NCTD list but with the addition of the pedestrian crossing at Encinitas. Staff agrees that the Sorrento to Miramar is a high priority project, but funding is needed to construct the project. The SANDAG Board would make the recommendation to Caltrans, but Caltrans and the California Transportation Commission make the final allocation decision.

Mr. Gallegos noted that the City of Encinitas has also applied for this kind of funding for this pedestrian crossing.
Christy Guerin, City of Encinitas, reminded the Committee that the Memorandum of Understanding (MOU) with NCTD states that Caltrans and SANDAG will work with the city for the construction of the improvements. We would move forward on a regional basis to obtain funding for the pedestrian crossing. We believe the projects are close to being ready. The Los Angeles – San Luis Obispo– San Diego (LOSSAN) strategic plan has identified this as a priority project.

Councilmember Peters said that he was told a new Coaster station is short about this amount of money. He expressed concern that a new Coaster station was not considered for this investment. Mr. Gallegos stated that these are Caltrans intercity rail funds, and a Coaster station that didn’t serve Amtrak would not be eligible for these particular funds.

Councilmember Peters asked if there would also be design money for the Sorrento to Miramar double-track project. Mr. Gallegos stated that NCTD is suggesting that we put more money into design. Councilmember Peters asked how we ensure that all of the money is not spent on design so that there are funds available for construction. Mr. Gallegos acknowledged that as a concern. If you design something and don’t build it within some period of time you are at risk of not having money for construction.

Councilmember Peters asked if we are spending money on design for the double tracking as part of this recommendation. Ms. King said that we are not exactly sure what the funding is or what projects the state will recommend for funding. Any or all of those projects could make it on the list. She asked if the action today is to include those projects at the bottom of the list or to exclude them.

Chair Kellejian said that from the bottom up, $4 million is being recommended for the pedestrian crossing in Encinitas. Deleting projects 5 and 6 from the list would equal $3.9 million. He asked if staff would recommend $1.7 million for Phase 1 final design. Mr. Gallegos said that we would move as far down the list as possible.

Councilmember Peters stated that the goal should be to move this heavy rail out of the lagoons. He understands the need for improvements in the rail corridor.

Supervisor Slater-Price said that the pedestrian crossings are very necessary. Encinitas agreed to this so long as there are safe crossings for its residents. Otherwise, there will be continued conflicts. She expressed support for the pedestrian crossings.

Supervisor Slater-Price suggested that the Sorrento to Miramar project take a high priority. It has the greatest potential for increasing trips. If you look at the failure rate for the Del Mar Bluffs, that is a significant problem. There should be no capacity improvement for the rail line until it is taken off of the Bluffs. The letter from the Torrey Pines Planning Group is a concern about how this issue is going to be addressed. It would be wiser to implement the Del Mar Bluffs stabilization and not worry about design for the Santa Margarita Bridge. We should not add rail capacity on the fragile area of the Bluffs. It is hard for her to understand why the option to move the line away from the Bluffs is not being considered.
Mr. Gallegos said that past Transportation Committee direction has been that if a project is ready to go, we should build it.

Chair Cafagna asked if there is money to design the Santa Margarita Bridge.

Ms. Roundtree said that there is sufficient funding to do nearly all of these projects, that the difference between revenues available and the proposed projects is about $1.2 million. Mr. Gallegos stated that it gets us started on the project; however, you run the risk of keeping an environmental document on the table and having to redo it at a later date.

Mayor Cafagna said that this could be wasted money if you can’t operate through the Bluffs area. In reading Ms. King’s letter, Mayor Cafagna saw some frustration between SANDAG and NCTD regarding priority issues. He asked how this is being worked out. Mr. Gallegos said that he and Ms. King had a recent phone conversation and agreed that we should have more joint agency meetings. He agreed that better communication is needed.

Chair Kellejian asked Ms. Roundtree about the availability of the $66 million versus the amount listed in the report. Ms. Roundtree replied that Caltrans has since told us the amount was slightly higher. We could add the Encinitas Pedestrian Crossing to this list.

Mayor Cafagna said that we would need cooperation from the City of Encinitas on this pedestrian bridge. Mr. Gallegos replied that we are currently partnering with the City of Encinitas on the project’s design and environmental work.

Chair Kellejian said this is only a recommendation to the CTC; the CTC will make the final allocation decisions.

Mr. Gallo said that NCTD, along with SANDAG, agreed to secure funding for the Encinitas Pedestrian Bridge project. He agreed that we should proceed with projects that are ready to go. We compromised with the City of Encinitas to push this project forward. We need to minimize fatalities on the train tracks. Mr. Gallegos said that from staff’s perspective there is an agreement with the City of Del Mar for the first 1,000 feet. Ms Leslie Blanda, Project Development Program Manager, noted that Del Mar sent a letter to the NCTD Board identifying the seven elements, and the NCTD Board responded that those seven elements would be included.

Councilmember Madaffer agreed that we should not spend money on environmental documents that will go stale. Staff has done a great job of getting projects ready for funding. We need to work with Caltrans, CTC, and others to get the Coaster station project implemented as it is a high priority project.

Mayor Madrid said that on page 2 of the report we talk about the need for improvements related to either safety or reliability. He suggested another category be added related to Homeland Security.

Mayor Madrid stated that the MOU on the Encinitas project indicated that SANDAG and Caltrans were the two agencies that had the authority to implement this project. He noted
that moving to one regional transportation agency would eliminate the breakdown in communications between the agencies.

Councilmember Monroe asked if we are spending money to build things that won’t be needed in the long-term. Mr. Gallegos stated that the time for looking at the regional vision is when you adopt the Regional Transportation Plan (RTP), which is on a three-year cycle. These projects are consistent with your RTP. If you change the list then you might be in conflict with the adopted RTP. All of the projects on this list are in the RTP.

Ms. King apologized because the Encinitas project was not included on this list. NCTD had no knowledge that this item was going to be added to the recommendation until around noon last Friday. Had Encinitas or SANDAG let them know sooner, that information would have been provided to the NCTD Board. Because some projects are not ready for implementation, NCTD is recommending that these funds be used on other projects. NCTD is very much in favor of pedestrian crossings. It was Ms King’s understanding that there were three bridges, however, this morning’s report indicates only one crossing. This Committee will be dealing with some tough decisions in the future. She didn’t know until late yesterday that Encinitas had submitted this project to Caltrans. These are critical issues, and it’s great that SANDAG wants to design improvements for the safety of the railroads; however, historically, they have not been funded out of these monies but instead have been funded by a third-party agency that is desirous of the crossing. She thought it was very important that the agencies communicate openly.

Ms. King said that the Sorrento to Miramar project could have enough money in it to construct. The San Dieguito Bridge was included because it needs to be replaced. NCTD would be happy to support dropping that off the list and keeping more of the money for the Sorrento Miramar project. She asked to be provided with more technical information on this project.

Ms. Blanda stated that the Sorrento to Miramar project benefits the railroad in two ways: it adds a second track that improves reliability, and it increases speed. It is a difficult area of the railroad because it has several curves and steep grades. In 2002, this project was fully funded. After completion of 60 percent design and environmental work, an STIP allocation for design and construction was requested. The CTC was not allocating funds at that time so the project was put on hold. The price of materials has significantly increased, and there are no longer sufficient funds for construction.

Mr. Orso-Delgado noted that at the end of the day we should speak with one voice to the CTC.

Supervisor Slater-Price asked if it would be acceptable to delete the San Dieguito project from the list and add the Encinitas pedestrian crossing. Ms. King said that would be fine with her, but she suggested that the priority indications be removed.

Supervisor Slater-Price said that we are committed to getting money for the Sorrento to Miramar project.
Mr. Gallo asked what happens when you submit it to Sacramento and they change the priority. Mr. Gallegos said that we need to be united in what we send to Sacramento.

Ms. King said that NCTD’s process to prioritize the projects was to assist the Transportation Committee in making these recommendations. NCTD will not be submitting a separate application.

Chair Kellejian asked if these priorities are consistent with the LOSSAN plan. Ms. Roundtree responded affirmatively.

Councilmember Madaffer asked if we will receive full funding on this list. Ms. Roundtree said that Caltrans has indicated support of our recommendations.

Councilmember Madaffer reiterated that this is not an area wherein we could request funding for the Coaster station. Ms. Roundtree stated that it has been our understanding that this funding was for intercity rail projects and because Amtrak would not stop at that station, it would not be eligible.

Action: Upon a motion by Supervisor Slater-Price and a second by Mayor Sessom, the Transportation Committee unanimously recommended that the SANDAG Board of Directors adopt the recommendation shown in Attachment 2 of the agenda report, with the removal of the priority rankings, deleting project No. 6 (San Dieguito Bridge Second Track), and adding the Encinitas Pedestrian Crossing, and submitting this list to the Caltrans Division of Rail. (Councilmember Monroe voted as the South County Representative.)

Ms. Bates distributed the Pilot Smart Growth Incentive Program Funding Recommendations. This list indicates the funds requested for each project and what projects received full, partial, or no funding.

Councilmember Emery recognized Leon Williams as this would be his last Transportation Committee meeting because he is retiring at the end of the year.

Chair Kellejian thanked staff for providing committee members with copies of the PowerPoint presentations.

12. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for January 6, 2006.

13. ADJOURNMENT

Chair Kellejian adjourned the meeting at 11:43 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG TRANSPORTATION COMMITTEE MEETING
#### DECEMBER 9, 2005

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2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) QUARTERLY AMENDMENT

Introduction

The SANDAG Board, at its meeting on July 23, 2004, adopted the 2004 Regional Transportation Improvement Program (RTIP), the five-year program of major transportation projects in the San Diego region covering the period from FY 2005 to FY 2009. During the course of the two-year RTIP cycle, SANDAG processes amendments on a quarterly basis. This Amendment No. 13 includes requests for changes submitted by local agencies for various projects and also includes earmarks for High Priority or Demonstration projects as identified in the federal transportation legislation: Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU).

Federal regulations require the RTIP be fiscally constrained, that is, a region must demonstrate that sufficient revenues are available to implement the proposed projects programmed in the RTIP. Although the fiscal constraint requirement applies to the biennial element of the RTIP, in recent years the federal agencies (Federal Highway and Federal Transit Administrations [FHWA and FTA, respectively]) have promoted a more frequent fiscal update necessitating SANDAG to continually demonstrate that the region has the fiscal ability to implement the projects in the RTIP. As a result, Amendment No. 13 provides analysis that demonstrates the 2004 RTIP is fiscally constrained.

Discussion

This amendment reflects changes to existing projects which are described below. Table 1 provides additional details for the projects being amended, Table 2 shows the total RTIP program, and Tables 2a and 2b provides the analysis demonstrating that the 2004 RTIP is fiscally constrained.

Project Amendments

Caltrans

I-15 Managed Lanes (Middle – CAL18): Adds $5 million in Demonstration (DEMO) funds from the new SAFETEA-LU legislation. These funds are programmed from FY 2006 to FY 2009. Total project increases to $426,847,000.
SR 52 E&F (CAL26): Adds $10 million in DEMO funds from SAFETEA-LU legislation. Total project increases to $375,575,000.

SR 905 New Freeway (CAL38): Adds $12 million in DEMO funds from SAFETEA-LU legislation. Also moves $2 million in prior year DEMO funds to City of San Diego’s Otay Truck Route (SD102) project after receiving clarification from Congressman Filner’s office (sponsor of the earmark) that the $2 million was intended for the Otay Truck Route project. The total project cost for SR 905 increases to $231,135,000.

HES/SR2S (CAL43): Caltrans has requested an update to this lump sum project that increases funding in FY 2006. Total programmed increases to $3,887,000.

SR 11 (CAL66): Adds $800,000 in DEMO funds from SAFETEA-LU legislation. Total programmed increases to $8,800,000.

City of Coronado

SR 75 Tunnel (COR05): Adds $7,920,000 in DEMO funds from SAFETEA-LU legislation. Total programmed increases to $18,066,000.

City of El Cajon

Traffic Signals (EL06): Reduces TransNet-Local (L) funding in FY 2006 to fund another project that the City of El Cajon has deemed high priority (see EL13 below). Total programmed decreases to $680,000.

Fletcher Parkway Guardrail (EL13): This new project would construct a guard rail on Fletcher Parkway between Cuyamaca Street and Loma Portal. Total project is $120,000 in TransNet-L funds.

Federal Highway Administration

Miller Ranch Road (FHWA01): FHWA has requested the deletion of this project from the 2004 RTIP.

North County Transit District

Oceanside-Escondido Rail and Non-federal (NCTD16 and NCTD16A): Consistent with the agreed-upon project recovery plan with FTA, funds programmed under a separate project name (NCTD16A) are transferred to the main project to more accurately reflect project cost. The total for NCTD16 increases to $365,624,000 while the total for NCTD16A decreases to $19 million.

City of Oceanside

Rancho Del Oro Interchange (O03): The Oceanside City Council voted to suspend further work on the environmental document. This amendment de-programs Regional Surface Transportation Program (RSTP) funds to be used toward other regional projects. Existing DEMO funds will be used for prior expenditures, matched with TransNet-L funds. Total project decreases to $7,040,000.
**County of San Diego**

As part of its approval of the overall TransNet Early Action Program (EAP), SANDAG extended the opportunity for advanced funding from the TransNet Extension to local agencies. In response, the County of San Diego requested and the Transportation Committee approved the borrowing of $8.6 million for two projects [East Mission Road (CNTY25), and Street Improvements - Valley Center Median, Ramona Drive, Olive Vista Drive, and Julian Avenue (CNTY26)] which were included in Amendment No. 9 of the 2004 RTIP (Agenda Item No. 3 on June 5, 2005). Since then, the County has requested additional borrowing of $14 million from the TransNet Extension. For the total borrowing of $22.6 million, the interest cost will be deducted from the County’s share of its current TransNet revenues while the future debt service cost will be deducted from the County’s share of the TransNet Extension. The additional borrowing of $14 million will be used toward the following projects: Valley Center Road North Phase II (CNTY19), State Route 54/94 (CNTY18), and Los Coches Road Phase II (CNTY06). On November 16, 2005, SANDAG and the County of San Diego executed a Memorandum of Understanding that outlines the borrowing and payback provisions.

The Independent Taxpayer Oversight Committee (ITOC) is responsible for reviewing and making recommendations for TransNet Extension funded projects to the Transportation Committee and the SANDAG Board. The ITOC is scheduled to review this item at its January 18, 2006, meeting.

Below are the County of San Diego projects proposed to be amended.

Channel Road Bridge (CNTY05): Revises TransNet-L funds between fiscal years. Total project remains $158,000.

Los Coches Road (CNTY06): Increases TransNet-L funds. Total project increases to $5,277,000.

Riverside Drive (CNTY10): Increases TransNet-L funds. Total project increases to $5,604,000.

SR 52 Forrester Creek (CNTY16): Moves TransNet-L funds from FY 2005 to FY 2006. Total project remains $3,000,000.

SR 54/94 (CNTY17): Increases TransNet-L funds in FY 2007. Total project increases to $15,742,000.

SR 56 Contribution (CNTY18): Increases TransNet-L funds. Total project increases to $825,000.

Valley Center North & South (CNTY19): Increases TransNet-L funds. Total project increases to $55,921,000.

Valley Center Road (CNTY23): Increases TransNet-L funds and removes other local funds. Total project increases to $1,420,000.

Street Improvements (CNTY26): Revises TransNet-L funds between fiscal years. Total project remains $7,100,000.
City of San Diego

Sidewalks (SD09): Revises the projects included in this lump sum. Total project remains $3,160,000 in TransNet-L funds.

Otay Truck Route (SD102): Adds prior year DEMO funds previously programmed under SR 905 (CAL38). Total project increases to $3,480,000.

Otay Truck Widening (SD102A): Adds $4,200,000 in DEMO funds from SAFETEA-LU legislation. Including local funds, the total project increases to $5,325,000.

I-5/Genesee Avenue Interchange (SD103): Adds $800,000 in DEMO funds from SAFETEA-LU legislation. Total project increases to $26,663,000.

I-5/Sorrento Valley Road (SD113): Adds $800,000 in DEMO funds from SAFETEA-LU legislation and $160,000 in local funds. Total project increases to $3,860,000.

Fiesta Island Drive (SD124): This new project provides for structural overlay for purposes of safety improvements. Total project is $75,000 in TransNet-L funds.

Park Boulevard-Harbor Drive Rail Grade (SD125): This new project received $2.8 million in DEMO funds from SAFETEA-LU legislation. With the addition of local funds, total project is $12,791,000.

I-805/Vista Sorrento Parkway North Off-Ramp Improvements (SD126): This new project would add a ramp from the existing bridge to Vista Sorrento Parkway. Total project is $418,000 in local funds.

Shoal Creek Pedestrian Bridge – Phase 1 (SD127): This new project, which proposes to construct a pedestrian bridge to facilitate the crossing of Ted Williams Parkway, received $480,000 in DEMO funds from SAFETEA-LU. Total project is $600,000.

Various

Smart Growth Incentive Program (V04): In September 2005, the SANDAG Board approved 14 projects to receive federal Transportation Enhancement (TE) funds as part of the regional Pilot Smart Growth Incentive Program, which incorporates smart growth designs into new development. This new lump sum includes projects eligible under the TE program. Total programmed is $17,287,000.

Fiscal Constraint Analysis

Federal regulations require the 2004 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the TransNet program; and (4) the planning and programming documents of the local transportation providers.
The passage of the federal transportation bill, SAFETEA-LU, provides for committed funding for a number of programs. This amendment includes SAFETEA-LU authorized DEMO funds.

An overview of the 2004 RTIP, available revenues by funding sources, and the various assumptions and forecasts that went into the development of the funding programs are discussed in detail in Chapter 4 of the Final 2004 RTIP. Table 2 provides updated program summaries, Table 2a shows the total revenues available to fund the programmed projects, and Table 2b outlines the additional capacity remaining. Based on this analysis, sufficient capacity exists to implement the 2004 RTIP, including the projects in Amendment No. 13.

**Air Quality Analysis**

On July 23, 2004, SANDAG found the 2004 RTIP in conformance with the Regional Air Quality Strategy/State Implementation Plan (RAQS/SIP) for the San Diego region. All of the required regionally significant capacity increasing projects were included in the quantitative emissions analysis conducted for the 2004 RTIP, as amended.

Projects in Amendment No. 13 meet the conformity provisions of 40 CFR 93.122(g). All capacity increasing projects in Amendment No. 13 were included in previous regional emission analysis of the 2030 RTP and 2004 RTIP, as amended (SANDAG Board approval March 28, 2003, US DOT approval April 9, 2003). All other projects are either non-capacity increasing or are exempt from the requirement to determine conformity according to §93.126 of the Transportation Conformity Rule. SANDAG followed interagency consultation procedures to determine which projects are exempt. Amendment No. 13 does not interfere with the timely implementation of TCMs. Table 3 provides an update to the TCM projects programmed in the 2004 RTIP. The 2004 RTIP, including Amendment No. 13, remains in conformance with the SIP.

RENEE WASMUND
Director of Finance

Attachment: Resolution No. 2005-09

Key Staff Contact: Sookyung Kim, (619) 699-6909, ski@sandag.org
RESOLUTION NO. 2005-09

APPROVING AMENDMENT NO. 13 TO THE
2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, on July 23, 2004, SANDAG adopted the 2004 Regional Transportation Improvement Program (RTIP) and found the 2004 RTIP in conformance with the 1998 Regional Air Quality Strategy (RAQS) and the 2002 Ozone Maintenance Plan; and

WHEREAS, on March 28, 2003, SANDAG made a finding of conformity of the 2030 Regional Transportation Plan (RTP) with the State Implementation Plan (SIP) and the 1998 RAQS; and

WHEREAS, the US Department of Transportation issued its conformity finding to the 2030 RTP on April 9, 2003; and

WHEREAS, on April 22, 2005, SANDAG made a finding of conformity of the 2030 RTP and 2004 RTIP, as amended, to the 8-hour ozone standard; and

WHEREAS, on May 20, 2005, the US Department of Transportation issued its conformity finding of the 2030 RTP and 2004 RTIP, as amended, to the 8-hour ozone standard; and

WHEREAS, agencies have requested project revisions for inclusion into the 2004 RTIP as shown in Table 1; and

WHEREAS, the proposed amendment is consistent with the 2030 RTP; and

WHEREAS, the regionally significant capacity increasing projects have been incorporated into the quantitative air quality emissions analysis and conformity findings conducted for the 2030 RTP and the 2004 RTIP Amendment No. 13; and

WHEREAS, projects in Amendment No. 13 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, the 2004 RTIP Amendment No. 13 relies on the previous regional emissions analysis; and

WHEREAS, all other projects in Amendment No. 13 are either non-capacity increasing or exempt from the requirements to determine conformity; and

WHEREAS, the 2004 RTIP Amendment No. 13 is a fiscally constrained document as shown in Tables 2 through 2b; and
WHEREAS, the SANDAG Board of Directors delegated the authority for RTIP amendments, including findings of air quality conformity, to the Transportation Committee; NOW THEREFORE

BE IT RESOLVED that the Transportation Committee does hereby approve the attached Tables 1 to 2b as Amendment No. 13 to the 2004 Regional Transportation Improvement Program.

BE IT FURTHER RESOLVED that SANDAG finds the 2004 RTIP, including Amendment No. 13 in conformance with the SIP and RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 20th day of January 2006.
### 2004 Regional Transportation Improvement Program
#### Amendment No. 13

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

**Caltrans**

**MPO ID:** CAL18  
**Capacity Status:** CI  
**TITLE:** I-15 Managed Lanes (Middle)  
**RTIP #:** 04-13

**DESCRIPTION:** From SR 56 to Centre City Pkwy - construct managed lanes including 3 direct access ramps; implement electronic toll collection and violation enforcement system.

**CHANGE REASON:** Revise Funding - Add New Funding Source

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### 2004 Regional Transportation Improvement Program

**Amendment No. 13**

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

**Caltrans**

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2004 Regional Transportation Improvement Program
Amendment No. 13
San Diego Region (in $000s)

Caltrans

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TITLE: HES/SR2S
Exempt Category: Safety - Safety Improvement Program.
DESCRIPTION: Various locations - Hazard Elimination Safety and Safe Routes to School projects
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## 2004 Regional Transportation Improvement Program
### Amendment No. 13
#### San Diego Region (in $000s)

**Caltrans**

- **MPO ID:** CAL66
- **Capacity Status:** CI
- **RTIP #:** 04-13
- **TITLE:** State Route 11

**DESCRIPTION:** Border of Mexico - east of SR 905/Otay Mesa Border Crossing to future SR 125/905 junction - study for future construction of 4-lane freeway and truck bypass road

**CHANGE REASON:** Revise Funding - Add New Funding Source

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**2004 Regional Transportation Improvement Program**  
**Amendment No. 13**  
**San Diego Region (in $000s)**

**Coronado, City of**  
**MPO ID:** COR05  
**TITLE:** SR 75 Tunnel  
**Capacity Status:** NCI  
**Exempt Category:** Other - Engineering studies.

**DESCRIPTION:** From San Diego-Coronado Bridge plaza westerly 1.4 miles beneath Fourth Street with egress onto NAS North Island - SR 75 Tunnel EIS to provide analysis of a tunnel & other congestion relief alternatives to SR 75 corridor

**CHANGE REASON:** Revise Funding - Add New Funding Source

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### El Cajon, City of

**MPO ID:** EL06  
**Capacity Status:** NCI  
**Exempt Category:** Other - Traffic signal synchronization projects.  
**RTIP #:** 04-13  

**TITLE:** Traffic Signals  
**DESCRIPTION:** Various locations within the City - new or modify traffic signals at various locations  
**CHANGE REASON:** Revise Funding - Reduce Funding

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**MPO ID:** EL13  
**Capacity Status:** NCI  
**Exempt Category:** Safety - Guardrails, median barriers, crash cushions.  
**RTIP #:** 04-13  

**TITLE:** Fletcher Parkway Guardrail  
**DESCRIPTION:** On Fletcher Parkway between Cuyamaca Street and Loma Portal - construct guard rail  
**CHANGE REASON:** New Project

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**Federal Highway Administration (FHWA)**

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**Capacity Status:** NCI

**Exempt Category:** Safety - Pavement resurfacing and/or rehabilitation.

**DESCRIPTION:** Rehabilitate Miller Road

**CHANGE REASON:** Delete Project

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# 2004 Regional Transportation Improvement Program

## Amendment No. 13

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

**North County Transit District**

**MPO ID:** NCTD16  
**Capacity Status:** CI  
**RTIP #:** 04-13

**TITLE:** Oceanside-Escondido Rail Project

**DESCRIPTION:** From Oceanside transit center to Escondio - design 22 mile light rail (Sprinter) including 15 stations and maintenance facility

**CHANGE REASON:** Revise Funding - Increase Funding

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**MPO ID:** NCTD16A  
**Capacity Status:** CI  
**RTIP #:** 04-13

**TITLE:** Oceanside-Escondido Rail Non-federal

**DESCRIPTION:** From Oceanside to Escondido - locally funded miscellaneous costs associated with Sprinter project including development designs, track work, road widenings, settlements, vehicle purchases, easement costs, etc.

**CHANGE REASON:** Revise Funding - Reduce Funding

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

**Oceanside, City of**  
**MPO ID:** O03  
**Title:** Rancho Del Oro Interchange  
**Capacity Status:** CI  
**RTIP #:** 04-13

**DESCRIPTION:** South of Vista Way at SR 78 - construct full interchange on SR 78 including westbound on/off ramps and an overcrossing

**CHANGE REASON:** Revise Funding - Reduce Funding

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<td>$3,750</td>
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<tr>
<td><strong>TransNet - L</strong></td>
<td>$3,290</td>
<td>$2,190</td>
<td>$1,100</td>
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<th>05/06</th>
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<tr>
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</table>

Page 9  
Wednesday, January 11, 2006
## San Diego Region (in $000s)

### MPO ID: CNTY05
**Capacity Status:** NCI  
**RTIP #:** 04-13
**Title:** Channel Road Bridge Project  
**Exempt Category:** Air Quality - Bicycle and pedestrian facilities.
**Description:** Design and construct an equestrian trail to cross the bridge  
**Change Reason:** Revise Funding - Revise Between Fiscal Years

<table>
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<tbody>
<tr>
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<td>$158</td>
<td>$52</td>
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<td><strong>TOTAL</strong></td>
<td>$158</td>
<td>$158</td>
<td>$52</td>
<td>$106</td>
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### MPO ID: CNTY06
**Capacity Status:** CI  
**RTIP #:** 04-13
**Title:** Los Coches Road  
**Description:** Phase I: I-8 to Los Coches; Phase II: Julian Ave to Woodside Ave - widen to provide 2 traffic lanes with left turn lane and bike lane  
**Change Reason:** Revise Funding - Increase Funding

<table>
<thead>
<tr>
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<tbody>
<tr>
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<td>$341</td>
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<td>$710</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>$5,277</td>
<td>$341</td>
<td>$2,636</td>
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<td></td>
<td>$710</td>
<td>$4,567</td>
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### MPO ID: CNTY10
**Capacity Status:** CI  
**RTIP #:** 04-13
**Title:** Riverside Drive  
**Description:** Channel Road to Riverford - widen road to provide 2 lanes and 2 bike lanes; construct PCC curbs, gutters, sidewalks, upgrade drainage facilities, modify/install traffic signals  
**Change Reason:** Revise Funding - Increase Funding

<table>
<thead>
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<tr>
<td>TransNet - L</td>
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<td>$900</td>
<td>$4,234</td>
<td>$470</td>
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<td>$900</td>
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<td><strong>TOTAL</strong></td>
<td>$5,604</td>
<td>$900</td>
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<td>$900</td>
<td>$4,704</td>
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Page Wednesday, January 11, 2006

17
### San Diego County

#### MPO ID: CNTY16

**Capacity Status:** NCI  
**Exempt Category:** Other - Intersection channelization projects.  
**CHANGE REASON:** Revise Funding - Revise Between Fiscal Years

<table>
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<th>Project</th>
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<th>05/06</th>
<th>06/07</th>
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<tbody>
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<td>TransNet - L</td>
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<td>$3,000</td>
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</table>

#### MPO ID: CNTY17

**Capacity Status:** CI  
**RTIP #:** 04-13

**DESCRIPTION:** Ph 1: widen from 4 to 6 lanes with intersection improvements, raised median and left turn pockets. Ph 2: on SR94 extend Jamacha Blvd. Ph 3: on SR54 extend from Cuyamaca College east to Brabham  
**CHANGE REASON:** Revise Funding - Increase Funding

<table>
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<th>05/06</th>
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#### MPO ID: CNTY18

**Capacity Status:** NCI  
**RTIP #:** 04-13

**DESCRIPTION:** Final payment for County's share to City of San Diego  
**CHANGE REASON:** Revise Funding - Increase Funding

<table>
<thead>
<tr>
<th>Project</th>
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<th>04/05</th>
<th>05/06</th>
<th>06/07</th>
<th>07/08</th>
<th>08/09</th>
<th>PE</th>
<th>RW</th>
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<tbody>
<tr>
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<td><strong>$300</strong></td>
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## San Diego Region (in $000s)

### Amendment No. 13

#### San Diego County

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</thead>
<tbody>
<tr>
<td>TITLE: Valley Center North &amp; South</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

DESCRIPTION: From City of Escondido to Cole Grade Road - widen and reconstruct with 14-ft striped center 2-way lane, bike lanes and pathways

CHANGE REASON: Revise Funding - Increase Funding, Revise Funding - Revise Between Fiscal Years

<table>
<thead>
<tr>
<th>TOTAL</th>
<th>PRIOR</th>
<th>04/05</th>
<th>05/06</th>
<th>06/07</th>
<th>07/08</th>
<th>08/09</th>
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<th>RW</th>
<th>CON</th>
<th>PROJECT PRIOR TO AMENDMENT</th>
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<tbody>
<tr>
<td>Local Funds</td>
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<td>$856</td>
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<td>$2,610</td>
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<tbody>
<tr>
<td>TITLE: Valley Center Road</td>
<td></td>
</tr>
</tbody>
</table>

DESCRIPTION: From East of Valley Center & Cole Grade Road and extending approx. 6 miles to Rincon casino - widen from 2 to 3 lanes

CHANGE REASON: Revise Funding - Increase Funding

<table>
<thead>
<tr>
<th>TOTAL</th>
<th>PRIOR</th>
<th>04/05</th>
<th>05/06</th>
<th>06/07</th>
<th>07/08</th>
<th>08/09</th>
<th>PE</th>
<th>RW</th>
<th>CON</th>
<th>PROJECT PRIOR TO AMENDMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>TransNet - L</td>
<td>$1,420</td>
<td>$70</td>
<td>$250</td>
<td>$1,100</td>
<td>$298</td>
<td>$165</td>
<td>$957</td>
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<tr>
<td>TOTAL</td>
<td>$1,420</td>
<td>$70</td>
<td>$250</td>
<td>$1,100</td>
<td>$298</td>
<td>$165</td>
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### MPO ID: CNTY26

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</thead>
<tbody>
<tr>
<td>TITLE: Street Improvements</td>
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</tbody>
</table>

DESCRIPTION: Various locations - improvements including construction of curbs, gutter, sidewalks, drainage, and landscaping

CHANGE REASON: Revise Funding - Revise Between Fiscal Years

<table>
<thead>
<tr>
<th>TOTAL</th>
<th>PRIOR</th>
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<th>05/06</th>
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<th>07/08</th>
<th>08/09</th>
<th>PE</th>
<th>RW</th>
<th>CON</th>
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<tbody>
<tr>
<td>TransNet - L</td>
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<td>$1,370</td>
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<tr>
<td>TOTAL</td>
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<td>$930</td>
<td>$4,800</td>
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### MPO ID: CNTY29

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</thead>
<tbody>
<tr>
<td>TITLE: Street Improvements</td>
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</tbody>
</table>

DESCRIPTION: Various locations - improvements including construction of curbs, gutter, sidewalks, drainage, and landscaping

CHANGE REASON: Revise Funding - Revise Between Fiscal Years

<table>
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<tr>
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<th>07/08</th>
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<tbody>
<tr>
<td>TransNet - L</td>
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<td>$5,500</td>
<td>$1,600</td>
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<td>$930</td>
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</tr>
<tr>
<td>TOTAL</td>
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<td>$5,500</td>
<td>$1,600</td>
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<td>$930</td>
<td>$4,800</td>
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## San Diego Region (in $000s)

### 2004 Regional Transportation Improvement Program

#### Amendment No. 13

**San Diego, City of**

<table>
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<tr>
<th>MPO ID: SD09</th>
<th>Capacity Status: NCI</th>
<th>Exempt Category: Safety - Pavement resurfacing and/or rehabilitation.</th>
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</table>

**TITLE:** Sidewalks

**DESCRIPTION:** Various locations within the City - replace and reconstruct sidewalks (CIP: 52-002/327/336/715; 59-002; 39-087)

**CHANGE REASON:** Lump Sum List Revision - No Change To Programming

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<th>08/09</th>
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<tbody>
<tr>
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**PROJECT PRIOR TO AMENDMENT**

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<th>08/09</th>
<th>PE</th>
<th>RW</th>
<th>CON</th>
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<tbody>
<tr>
<td>TransNet - L</td>
<td>$3,160</td>
<td>$152</td>
<td>$1,208</td>
<td>$600</td>
<td>$600</td>
<td>$600</td>
<td>$21</td>
<td>$3,139</td>
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</table>

---

**MPO ID:** SD102

**Capacity Status:** NCI

**Exempt Category:** Safety - Safety Improvement Program.

**TITLE:** Otay Truck Route

**DESCRIPTION:** Between Drucker Lane to POE; adding an emergency lane primarily for border patrol use and fire department access (Phase 3) (CIP 52-821)

**CHANGE REASON:** Revise Funding - Add New Funding Source

<table>
<thead>
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<th>05/06</th>
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<tr>
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**PROJECT PRIOR TO AMENDMENT**

<table>
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<th>TOTAL</th>
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<th>05/06</th>
<th>06/07</th>
<th>07/08</th>
<th>08/09</th>
<th>PE</th>
<th>RW</th>
<th>CON</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

**TOTAL** $1,830 | $467 | $1,363 | | | | $1,830 |

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**MPO ID:** SD102A

**Capacity Status:** CI

**Exempt Category:** Safety - Safety Improvement Program.

**TITLE:** Otay Truck Route Widening (Ph. 4)

**DESCRIPTION:** From Drucker Lane to La Media - add one lane (total 3 lanes) for trucks; from Britannia to La Media - add one lane for trucks and one lane for emergency vehicles (border patrol/fire department access)

**CHANGE REASON:** Revise Funding - Add New Funding Source

<table>
<thead>
<tr>
<th>TOTAL</th>
<th>PRIOR</th>
<th>04/05</th>
<th>05/06</th>
<th>06/07</th>
<th>07/08</th>
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<th>RW</th>
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</tr>
</thead>
<tbody>
<tr>
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**PROJECT PRIOR TO AMENDMENT**

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**TOTAL** $5,325 | $473 | $1,025 | $3,728 | $1,098 | $500 | $3,728 | $1,098 | $500 | $3,728 |
### San Diego Region (in $000s)

#### 2004 Regional Transportation Improvement Program

##### Amendment No. 13

### San Diego, City of

**MPO ID:** SD103  
**Capacity Status:** CI  
**RTIP #:** 04-13  
**TITLE:** I-5/Genesse Ave Interchange

**DESCRIPTION:** Replace Genesee Ave overcrossing from 4-lane bridge with 6-lane bridge; between Sorrento Valley Road and La Jolla Village Drive - construct auxiliary lanes, braided ramps; replace Voight Drive bridge

**CHANGE REASON:** Revise Funding - Add New Funding Source

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**PROJECT PRIOR TO AMENDMENT**

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**MPO ID:** SD113  
**Capacity Status:** NCI  
**RTIP #:** 04-13  
**TITLE:** I-5/Sorrento Valley Road

**Exempt Category:** Other - Interchange reconfiguration projects.

**DESCRIPTION:** On I-5 at Sorrenty Valley - future new freeway access interchange including ramp

**CHANGE REASON:** Revise Funding - Add New Funding Source

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**PROJECT PRIOR TO AMENDMENT**

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**MPO ID:** SD124  
**Capacity Status:** NCI  
**RTIP #:** 04-13  
**TITLE:** Fiesta Island Drive

**Exempt Category:** Safety - Pavement resurfacing and/or rehabilitation.

**DESCRIPTION:** Provide for a structural overlay to reconstruct Fiesta Island Drive and improve safety conditions (229640)

**CHANGE REASON:** New Project

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## San Diego Region (in $000s)

### Title: Park Boulevard-Harbor Drive Rail Grade Separation

**San Diego, City of**

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<td>DESCRIPTION: On Park Boulevard and Harbor Drive - rail grade separation</td>
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<td>CHANGE REASON: New Project</td>
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<th>08/09</th>
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### Title: I-805/Vista Sorrento Parkway North Off-Ramp Improvements

**San Diego, City of**

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<tr>
<td>TITLE: I-805/Vista Sorrento Parkway North Off-Ramp Improvements</td>
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<tr>
<td>DESCRIPTION: Add a lane to ramp from existing bridge structure to Vista Sorrento Parkway</td>
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<td>CHANGE REASON: New Project</td>
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<td><strong>TOTAL</strong></td>
<td><strong>$418</strong></td>
<td><strong>$118</strong></td>
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### Title: Shoal Creek Pedestrian Bridge - Phase 1

**San Diego, City of**

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<tbody>
<tr>
<td>TITLE: Shoal Creek Pedestrian Bridge - Phase 1</td>
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<tr>
<td>DESCRIPTION: Construct a pedestrian bridge along Shoal Creek Drive to facilitate crossing of Ted Williams Parkway. This phase includes design and environmental studies</td>
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Various Agencies

MPO ID: V04  Capacity Status: NCI  RTIP #: 04-13
TITLE: Smart Growth Incentive Program - Lump Sum  Exempt Category: Other - Transportation enhancement activities. for Transportation Enhancement Program
DESCRIPTION: Various locations - enhancement of sidewalks and pedestrian plazas (landscaping, kiosks, trees, lighting, benches), intersection bulb-outs, traffic calming, landscaping and safety enhancements, and enhanced pedestrian amenities around transit stations
CHANGE REASON: New Project

<table>
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<tr>
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### Fund Types

| Section 5307 | = Federal Transit Administration Urbanized Area Formula Program |
| Section 5309 | = Federal Transit Administration Discretionary Program |
| Section 5309 NS | = Federal Transit Administration Discretionary - New Starts Program |
| Section 5309 FG | = Federal Transit Administration Fixed Guideway Modernization (Rail Mod) |
| Section 5311 | = Federal Transit Administration Rural Program |
| Section 5310 | = Federal Transit Administration Elderly & Disabled Program |
Table 2
2004 RTIP - San Diego Region
Program Totals ($000)

<table>
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<tr>
<th>PROGRAM DESCRIPTION</th>
<th>PRIOR</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>TOTAL</th>
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<td>STIP-RIP</td>
<td>$448,757</td>
<td>$12,840</td>
<td>$44,515</td>
<td>$56,228</td>
<td>$5,730</td>
<td>$89,419</td>
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<td>$15,241</td>
<td>$16,376</td>
<td>$16,376</td>
<td>$16,376</td>
<td>$16,376</td>
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<td>$8,148</td>
<td>$1,326</td>
<td>$2,493</td>
<td>$6,026</td>
<td>$4,268</td>
<td>$4,500</td>
<td>$26,761</td>
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<td>STIP-IIP</td>
<td>$136,308</td>
<td>$1,049</td>
<td>$85,133</td>
<td>$871</td>
<td>$30,586</td>
<td>$4,500</td>
<td>$26,761</td>
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<tr>
<td>GARVEE Debt Service IIP¹</td>
<td>$5,080</td>
<td>$5,459</td>
<td>$5,459</td>
<td>$5,459</td>
<td>$5,459</td>
<td>$59,670</td>
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<tr>
<td>State Highway Operation and Protection Program (SHOPP)</td>
<td>$10,283</td>
<td>$126,171</td>
<td>$30,560</td>
<td>$21,916</td>
<td>$14,276</td>
<td>$0</td>
<td>$203,206</td>
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<tr>
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<td>$14,224</td>
<td>$11,912</td>
<td>$109,522</td>
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<td>Other (IRR/IM/CBDG/TCSP/PLH)</td>
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<td>$2,212</td>
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<td>$2,496</td>
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<td>$35,909</td>
<td>$37,040</td>
<td>$37,644</td>
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<td>$277</td>
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<td>$240</td>
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<td>$255</td>
<td>$255</td>
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¹Total includes debt service to 2010
### Table 2a

#### 2004 RTIP - San Diego Region

**Available Revenues ($000)**

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<th>2007</th>
<th>2008</th>
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<th>TOTAL</th>
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<td>$179,001</td>
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<td>$1,326</td>
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<td>$6,026</td>
<td>$4,268</td>
<td>$4,500</td>
<td>$26,761</td>
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<td>$30,586</td>
<td>$0</td>
<td>$268,351</td>
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<td>5309(b) - New Starts</td>
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<td>$75,564</td>
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<td>$1,756</td>
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<td>$0</td>
<td>$0</td>
<td>$21,704</td>
</tr>
<tr>
<td>5310 - Elderly &amp; Disabled</td>
<td>$3,595</td>
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<td>$4,522</td>
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<td>$255</td>
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¹Total includes debt service to 2010
## Table 2b

### 2004 RTIP - San Diego Region

**Program Capacity ($000)**

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### 2004 RTIP - San Diego Region (in $000s)

#### Transportation Control Measure Projects

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AMENDMENT TO FY 2006 OVERALL WORK PROGRAM (OWP): SOUTH BAY BUS RAPID TRANSIT (BRT) PROJECT TO FUND CHULA VISTA H STREET RAPID BUS STUDY

File Number 5000900

Introduction

The MOBILITY 2030 Regional Transportation Plan (RTP) includes a Bus Rapid Transit (BRT) project that is proposed to operate between the H Street Trolley Station and Otay Ranch in eastern Chula Vista (Attachment 1). Early feasibility studies conducted on this corridor determined that dedicated lanes on the western end of the route (H Street Trolley Station to Interstate 805) would provide the high level of priority and speed needed for a BRT service. The western end of the route is bordered by concentrated commercial and residential development with some of the highest traffic volumes in the City.

For the past several years, the City of Chula Vista has been undertaking an update of its General Plan that proposes increased residential and commercial densities along the western end of the H Street corridor. The General Plan Update assumes that the future BRT project would partially support the increased travel demand resulting from these higher densities. In addition, Chula Vista will undertake an Urban Core Master Plan in the near future to identify the level of density and building heights that would be appropriate for the western end of the H Street corridor. Chula Vista plans to incorporate the H Street BRT route and its corresponding priority measures into that plan.

Since the adoption of the MOBILITY 2030 RTP, significant infill development has occurred along H Street. This infill, along with more intense development proposed in the General Plan Update, precludes the ability to construct dedicated lanes for BRT along western H Street. The City of Chula Vista is requesting that SANDAG participate in a study that would evaluate how other priority measures, such as queue jumpers and signal priority, could work in the corridor in lieu of dedicated lanes to support the proposed General Plan Update land uses. The City of Chula Vista is requesting that SANDAG provide 50 percent of the study cost ($25,000) and contribute SANDAG staff time as a partner in the study (Attachment 2). The benefit to SANDAG would be a revised definition of feasible transit improvements along the H Street corridor for incorporation into the Comprehensive 2007 RTP update. The study would also help define the extent to which transit improvements in the corridor can support more intense development as proposed in Chula Vista’s General Plan Update.

Recommendation

The Transportation Committee is asked to approve an amendment to the FY 2006 OWP to include in the South Bay BRT work element (50009) a task, not to exceed $25,000 plus staff support, to conduct the H Street Transit Study in partnership with the City of Chula Vista. The Transportation Committee also is asked to authorize the Executive Director to enter into a Memorandum of Understanding (MOU) with the City of Chula Vista to contribute $25,000 in funds plus staff time from Work Element 50009 to the H Street Transit Study.
SANDAG’s share of funding for the study would come from the FY 2006 Overall Work Program (OWP) South Bay BRT project (OWP 5000900). A proposed amendment to the OWP South Bay BRT project to incorporate this study is shown in Attachment 3.

This report outlines the purpose of the study and SANDAG’s involvement, identifies issues associated with changing the status of the H Street BRT project, and highlights the land use/transportation connection in this corridor.

Discussion

Study Components

The H Street Transit Study would undertake the following:

- Identify existing and future physical constraints along the corridor
- Determine compatibility of short-term roadway operations and bus transit station locations with long-term transit needs
- Determine locations for bus transit stations
- Determine station space needs and impacts to private development
- Prepare conceptual design drawings of stations and priority measures
- Evaluate pedestrian access and park-and-ride compatibility
- Develop cost estimates
- Conduct public outreach

The scope of work for the study is included in Attachment 2. The City of Chula Vista would serve as the lead contact and oversight agency on the project with SANDAG staff providing input and support. The study is scheduled to begin in late January 2006 and take approximately five months to complete. The results of the study would be brought back to the Transportation Committee for review and input in Summer 2006 and would be incorporated into the 2007 RTP update.

The City of Chula Vista is moving forward with this study now to identify any transit right-of-way needs that could be incorporated into future development agreements as the H Street Corridor is redeveloped. The timing of the study is critical since the city is poised to adopt its General Plan Update, which would provide the mechanism to obtain future right-of-way at little cost to the city and SANDAG.

H Street BRT Reclassification and Land Use Impacts

The relationship of this study to the city’s General Plan Update reflects the intent of Chula Vista to create a direct link between transit and land use planning and to support SANDAG’s Regional Comprehensive Plan (RCP) objectives. However, because the proposed land use plans for the H Street corridor preclude dedicated transit lanes, it is appropriate that the H Street Transit Study evaluate reclassifying this project as an arterial Rapid Bus service (versus Bus Rapid Transit) in the 2007 RTP update. True BRT services generally require dedicated transitways or high occupancy vehicle (HOV) facilities to maintain high-speed operation. The Rapid Bus definition better matches the level of transit priority treatment that will likely be feasible in the corridor and will provide a more reasonable assessment of transit’s ability to support the higher density development proposed along the corridor. While the Rapid Bus service will still provide a high level of transit service in the
corridor, it may not generate the same level of ridership as a true BRT. The Independent Transit Planning Review Peer Review Panel continues to make a distinction between BRT and Rapid Bus and promotes the appropriate application of each concept based on corridor characteristics and land use. The Chula Vista General Plan Update and SANDAG’s RTP update should accurately reflect the expected benefits from the appropriate transit application.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. Map of Route 627 – H Street Route  
               2. Letter from the City of Chula Vista  
               3. Revised Program Work Element 50009

Key Staff Contact: Jennifer Williamson, (619) 699-1959, jwil@sandag.org
Jennifer Williamson  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101-4231  

DEPARTMENT OF ENGINEERING  

REQUEST AN AMENDMENT TO SOUTH BAY BUS RAPID TRANSIT (BRT) OWP PROJECT TO PARTICIPATE IN FUNDING CHULA VISTA H STREET RAPID BUS STUDY  

Please allow this letter to serve as a request for SANDAG to contribute $25,000 for a joint transit study along H Street between I-5 and I-805. The City of Chula Vista will participate by funding an equal amount.  

The City, as lead agency, has selected Kimley-Horn & Associates as the consultant for the project. The scope of work is included as Attachment A. Kimley-Horn & Associates has extensive knowledge of the City of Chula Vista and has written traffic impact reports as well as focused transit studies in support of the City’s General Plan Update. They are the City’s traffic consultant for the Urban Core Specific Plan and are involved in the traffic study and the roadway designs for the Chula Vista Bayfront Master Plan.  

As you know, the City of Chula Vista is currently updating its General Plan and developing an Urban Core Specific Plan. Our planning and financing efforts place considerable emphasis on thorough integration between our Land Use and transportation planning decisions. The proposed report will assist us both in complementing your Transit planning and financing program for the South Bay with our land use entitlement efforts within our Urban Core. The study should help us both better understand the short and long term Transit needs on the H Street corridor between I-5 and I-805 as well as determine station locations, right-of-way constraints and opportunities and facilitate our discussion with community leaders and policy makers.  

Administration of the report itself will be the responsibility of the City of Chula Vista. SANDAG staff should be fully involved to ensure that the study recommendations are supported by both entities. The City has placed high priority on the subject report considering its significant beneficial impacts of promoting transit deployment and alleviating traffic congestion. Based on the above, we request approval of the SANDAG Board of Directors, in an amount equivalent to one-half of the estimated total cost of the project of $50,000.  

If you have any questions, please call me at (619) 691-5028.

ALEX AL-AGHA  
CITY ENGINEER  

December 8, 2005  
File: TF-312
INTRODUCTION

The City of Chula Vista has conducted preliminary analysis on the H Street corridor as part of the South Bay Transit First Study (SBTFS) and has finished its General Plan Update. It is in the midst of an Urban Core Specific Plan and its subsequent environmental review. As a continuation and supplement to the SBTFS, this report shall address short and long term engineering needs as well as concept plans along the H Street corridor. The next step for the city in implementing the South Bay BRT vision is providing preliminary analysis for the H Street corridor between I-5 and I-805 and determining the station locations and the on-street portions of the alignment. The work to be performed for these efforts is described in this Scope of Work and includes:

- Task One: Project Management and Coordination
- Task Two: Proposed Station Definition
- Task Three: Discussion of BRT vehicle priority treatments.
- Task Four: Cost Estimate

OBJECTIVES

- Identify existing and future constraints
- Determine compatibility of short term roadway operations and station locations with long term needs
- Determine feasible BRT Station locations
- Refine station footprints on private property
- Evaluate pedestrian access and park-n-ride compatibility
- Summarize findings and recommendations in a Report
- Identify coordination methods for agency and public interaction.

Task 1.1 Kick-Off Meeting

A meeting will be held with the City of Chula Vista and SANDAG staff to confirm scope of work, schedule, budget, and activities associated with this Scope of Work.

Task 1.2 Project Team Meetings/Coordination

Consultant will provide management services including attendance at up to one community meeting, and attendance and preparation for up to three interim internal progress meetings. This task also includes project tracking, management of subconsultants, budget monitoring, contract administration, and project coordination.

Deliverables:

- Meeting Notes
- Supporting Materials for Meetings (no new materials will be prepared)

TASK TWO: PROPOSED STATION DEFINITION

BACKGROUND

Preliminary analysis and discussion about station location and route structure has been concluded. While many of the issues have been resolved, in some instances, especially for
the stations, options still exist for specific design elements of the project. The station plans prepared to date for most of the stations consist primarily of the site outlined on aerial photos. More detailed analysis has taken place in the analysis of alternatives for the H Street station but all new stations discovered through this report need to come up to a higher level of detail.

A comprehensive description of the BRT stations will be developed in this task. Where design and location options exist, a Conceptual Engineering analysis necessary to resolve them will be undertaken as part of this task. A complete station concept plan will be developed, (i.e., more than an outline on an aerial photo and less than 10 percent design) that shows the general layout of station elements, access, etc. The exact locations of the stations and the station concept plans will be taken to the City of Chula Vista for review and approval.

OBJECTIVES

- Resolve outstanding issues and options to clearly define the Proposed Project stations.
- Perform a screening assessment of potential Station concept plans including ROW needs, traffic issues, environmental issues and community impacts.
- Collaborate with City of Chula Vista in the preparation of the Station concept plans including layout of station elements and access.
- Provide conceptual engineering plans for the station plan.

TASK TWO COMPONENTS

Task 2.1 Corridor Inventory

Consultant will conduct a thorough field review of the study area, evaluate existing conditions and analyze this information in conjunction with proposed improvements identified along this corridor.

Task 2.2 Opportunities and Constraints Analysis

An initial screening analysis for proposed station locations will be performed. The screening analysis will result in a listing of preferred locations. Screening criteria could include:

- Proposed Stations and Parking Facilities
- Land Use Plans/Redevelopment Plans
- Right-of-Way/Land Availability
- Removal of Existing Parking along the Corridor
- Proximity to Activity/Employment Centers
- Other Transit Routes and Facilities
- Potential Park and Rides
- Other Physical Constraints (visible/known)
- Engineering Feasibility
The purpose of the analysis is:

1. To identify all potential station locations based on the screening
2. To develop the framework for the conceptual and preliminary design of the project.
3. To identify engineering, environmental, traffic and construction fatal flaws.
4. To provide information that will produce a quality, cost effective design with minimal environmental and right-of-way impacts.

The Constraints Analysis will be included as part of the Project Summary Report.

Task 2.3 Station and Alignment Project Definition

2.3.1 Station Location Analysis. Review the station location recommendations of the South Bay Transit Study. If any modifications to these locations are suggested, discuss the implications of these modifications in terms of impacts on right-of-way, private or public property, pedestrian circulation, and transit operations.

2.3.2 Station Dimensions and Physical Design. Produce a draft set of recommendations for station design, station features, and dimensions.

2.3.3 Prototype Station Design. Develop an approach for developing an appropriate station prototype, including the use of modular elements, so as to reduce the overall cost of station development and achieve consistent design standards.

2.3.4 Right-of-Way Design Issues. Propose appropriate design, location, dimensions, and other relevant features for BRT-supportive right-of-way.

Proposed stations will be displayed and drawn in both plan view and typical section views. This information will provide detail regarding the placement of the station elements and travel lanes in the existing right of way with possible lane reductions, and facilitate Chula Vista's discussion with community leaders and the City Council.

Task 2.4 Public Meetings

City of Chula Vista Staff will conduct public outreach activities. Consultant will provide supporting information as needed, attend one meeting regarding station definition and location, Right of Way requirements and incorporate the results of this meeting into the station design. Consultant will assist and participate with the final presentation before the City of Chula Vista’s City Council.

Deliverables:

- Station Concept Plan of proposed H Street Station(s)
- Conceptual Drawings and Costs Estimates of any proposed changes to H Street Right of Way
- Attendance at a Public Meeting
- Participation at City Council Presentation
TASK THREE: DISCUSSION OF BRT VEHICLE PRIORITY TREATMENTS

BACKGROUND

A descriptive analysis will be developed for the street segments connecting I-5 to I-805 freeway stations, including the ramp signals, the need for traffic signal priority and/or physical treatments, and their effect on traffic operations, will be identified.

OBJECTIVES

- Determine need, location, and type of transit priority treatments to be provided.
- Qualitatively determine the effect of priority treatments on traffic operations.
- Prepare a descriptive statement detailing the analysis, and the effects of priority measures.

Task 4 Cost Estimate

Consultant will prepare a planning level estimate of probable construction costs for the preferred alternative at each of the station locations. The estimate will include estimated quantities and line item costs and contingencies for:

- Highway Improvements
- Traffic
- Structures
- Right-of-Way (square footage will be provided. Unit cost to be provided by SANDAG)
- Utilities (dry & wet)
- Environmental Mitigations
- Cost buildups for planning/PE/Environmental, Design, CM, Administration and contingencies required by SANDAG

SCHEDULE AND BUDGET

SCHEDULE

This work will be undertaken over a four-month period commencing in April 2006.

BUDGET

$50,000.00
## Program Work Element 50009.1

### South Bay Bus Rapid Transit Planning and Project Development

### Budget Summary for OWP No. 50009.1

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* 5309 FTA Discretionary
** TransNet Transit Planning Funds
*** Pass Through to the City of Chula Vista for the H Street Transit Study

### Objective

The objective of this work element is to develop an early implementation Bus Rapid Transit (BRT) project that would provide north-south connections along I-805 between Otay Ranch and downtown San Diego. **New FY 2006 activities include completing preliminary engineering...**
work for the freeway stations and the Otay Ranch portion of the project (stations, transit lanes, and other transit priority measures) and an H Street Transit Study. The capital improvements for the early action project will be coordinated with those developed for the early action I-805 Managed Lanes/CHV project. Funding from this project ($10,000) will also support a comprehensive transit rider survey at regional shopping centers to be conducted under OWP work element 20007, Assistance to Transit Operations and Planning, to assist in planning and designing a shopping center station on the project.

PREVIOUS AND ONGOING WORK

Development of the South Bay Early Action BRT Project (Route 694) was initiated in FY 2004. The proposed BRT route, which is included in SANDAG’s Regional Transportation Plan (RTP), MOBILITY 2030, would run from Otay Ranch in Chula Vista along I-805 and State Route 94 into Downtown San Diego. The 2030 RTP includes proposed high-occupancy-vehicle (HOV) and managed lanes facilities along the I-805 and State Route 94 freeway corridors. However, because development of these HOV/managed lanes facilities would occur over the long-term, previous work for the South Bay Early Action BRT Project has focused on the use of freeway shoulder lanes as an interim transit priority measure. Activities completed to date include a review of existing practices on the use of freeway shoulder lanes, an inventory of freeway shoulder segments along the corridor, a freeway shoulder lane feasibility assessment, and a preliminary freeway transit station plan.

TASKS

01 Station Definition – Resolve outstanding issues and options to clearly define the proposed project stations. Prepare station concept plans for the freeway stations, including layout of station elements and access. Continue collaboration with the cities of San Diego, National City, and Chula Vista staff in preparation of station concept plans. Secure approval of the station locations from the Transportation Committee. (FY 2006 – 5%)

02 Conceptual Engineering – Finalize conceptual engineering plans begun in FY 2005, including sketch-level drawings for the Plaza Boulevard, Sweetwater Park and Ride/Plaza Bonita, H Street, and Sunbow Station. These plans will be drawn in both plan view and cross section. Placement of station elements, travel lanes in the existing right-of-way with lane reductions, and any reclassification of existing streets will be identified. (FY 2006 – 5%)

03 Traffic Study – Finalize traffic study begun in FY 2005 that identifies roadway alignments connecting I-805 with the freeway stations, review available traffic counts for intersections, and conduct peak-hour counts for intersections that have not been counted in the last three years. Review projections for future traffic volumes from information provided by the jurisdictions. Research and review signal timing plans and perform an operational analysis of level of service for each affected intersection in order to determine the level of priority treatment. Identify intersections where traffic signal priority, queue jumpers, and other physical treatments would be effective in reducing BRT travel time. (FY 2006 – 5%)

04 Complete preliminary engineering plans (to 35 percent design level) for arterial stations and transit priority measures along the Otay Ranch segment (I-805 to Otay Ranch) and begin preliminary engineering of freeway shoulder lanes. (FY 2006 – 50%)
05 Complete environmental documentation for the freeway stations and stations/transit priority measures for the Otay Ranch segment. (FY 2006 - 320%)

06 Coordinate ongoing public involvement activities, including public meetings and meetings of the project development team. (FY 2006 - 3%)

07 Begin development of an overall transit service plan for the South Bay BRT route, including estimated vehicle needs, span of service, and frequencies. Identify cost-effective changes to the existing fixed-route bus network to integrate existing services with the new South Bay BRT route. (FY 2006 - 2%)

08 H Street Transit Study -

- Determine need, location, and type of transit priority treatments to be provided. (March 2006 – 5%)
- Qualitatively determine the effect of priority treatments on traffic operations. Prepare a descriptive statement detailing the analysis, and the effects of priority measures. (March 2006 – 5%)
- Station Location Analysis. Review the station location recommendations of the South Bay Transit Study. Station Dimensions and Physical Design. Produce a draft set of recommendations for station design, station features, and dimensions (March 2006 – 5%)
- Prototype Station Design. Develop an approach for developing an appropriate station prototype, including the use of modular elements, so as to reduce the overall cost of station development and achieve consistent design standards. (May 2006 – 5%)
- Right-of-Way Design Issues. Propose appropriate design, location, dimensions, and other relevant features for BRT-supportive right-of-way. (May 2006 – 5%)
- Capital Costs (May 2006 – 5%)
- Final Report (June 2006 – 5%)

Committee(s): Transportation Committee; Other Boards and Committees: Metropolitan Transit System and Chula Vista City Council, National City City Council, City of San Diego City Council; Project Manager - Jennifer Williamson

PRODUCTS

- Traffic impact analysis of transit priority treatments. (September 2005)
- Conceptual engineering plans for stations and priority treatments. (November 2005)
• Completion of 25 percent of the South Bay BRT service operating plan. (June 2006)

• Completion of 25 percent of preliminary engineering work for the freeway shoulder lanes. (June 2006)

• Completion of preliminary engineering and environmental work for the freeway stations. (June 2006)

• Completion of preliminary engineering and environmental work for the Otay Ranch segment stations and transit priority measures. (June 2006)

  • Completion of the H Street Transit Study – Final Report (June 2006)

• Shopping Center Transit Rider Survey (OWP work element 20007, Assistance to Transit Operations and Planning). (June 2006)

FUTURE ACTIVITIES

Future activities in FY 2007 include completion of the preliminary engineering and environmental work for the freeway shoulder lanes, completion of the BRT service operating plan, and development of capital and operating cost estimates. The project then would transition to final design and implementation as a Capital Improvement Program (CIP) project.
CALIFORNIA STATEWIDE HIGH-SPEED PASSENGER RAIL SYSTEM QUARTERLY UPDATE

Introduction

Since 1993, the State of California has authorized the study of an intercity, high-speed passenger system. The California High-Speed Rail Commission studied this system until the agency sunset in 1996. The state then created a new agency, the California High-Speed Rail Authority (Authority), and gave it responsibility for planning, constructing, and operating a high-speed train system serving California’s major metropolitan areas, including San Diego. The Governor and Legislature have granted the Authority all the powers necessary to oversee the construction and operation of a statewide system once financing is secured. The Authority has a nine-member policy board and a small staff. In 2000, the Authority adopted a Final Business Plan for an economically viable train system capable of speeds in excess of 200 miles per hour on a fully grade-separated track with state-of-the-art safety, signaling, and automated control systems.

The proposed system stretches over 800 miles and would connect San Diego, Los Angeles, the Central Valley, San Francisco, and Sacramento (Attachment 1). San Diego would be connected from Los Angeles via the Inland Empire. High-speed train (HST) service along the Inland Corridor would parallel Interstates 215 (I-215) and 15 (I-15) and extend south to downtown San Diego. HST service on the coastal corridor would extend no further south than Irvine, as a result of environmental constraints along the coast and in coastal communities between South Orange County and San Diego. Between Los Angeles and Irvine, HST service would share the corridor with existing Amtrak intercity service, Metrolink commuter rail service, and freight.

SANDAG’s Role in Monitoring the Statewide System

To address the activities of the Authority and how they relate to San Diego, SANDAG established the Regional High-Speed Rail Task Force in 1999. Members include representatives from the Transportation Committee, North County Transit District, Metropolitan Transit System, the Centre City Development Corporation, Department of Defense, and elected officials from the coastal and I-15 communities.

In May 2005, with the concurrence of the Task Force, the SANDAG Executive Committee approved the transfer of responsibility for monitoring these efforts to the Transportation Committee through quarterly updates, provided that Task Force members be notified of these quarterly updates, that high-speed rail be incorporated into the update of the Regional Transportation Plan, and that SANDAG keep open the possibility of reactivating the Task Force should activity warrant it.
Discussion of Progress this Quarter

Final PEIR/EIS

The Program-Level Environmental Impact Report/Environmental Impact Statement (PEIR/EIS) for the proposed statewide high-speed passenger train system was certified in November 2005. The Authority is the lead state agency for the state EIR, and the Federal Railroad Administration (FRA) is the lead federal agency for the federal EIS. These documents are available at www.cahighspeedrail.ca.gov. Once funding is available, the Authority is currently in a position to move into project-specific environmental work and begin preserving right-of-way for the high-speed system in southern California. There are currently efforts at the state level to provide this funding (see discussion under Legislative Activity below).

Statewide High-Speed Rail Ridership Forecasts

The Authority first developed statewide ridership forecasts with the adoption of the Final High-Speed Rail System Business Plan in 2000. The Metropolitan Transportation Commission, the transportation planning organization for a nine-county region in the San Francisco Bay Area, is working in conjunction with the Authority to update these forecasts for each of the five corridors. Initial forecasts, including San Diego ridership projections, are scheduled for Spring 2006.

Legislative Activity

Senate Bill 1024 (D-Perata) would enact the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005 and authorize at least $11 billion in bonds for transportation and other infrastructure projects. Staff expects this bill to be a key proposal in the 2006 state legislative session. In September 2005, the bill was amended to include $200 million for each of the five high-speed passenger rail corridors in California. Current state law specifies that a $9.95 billion bond measure be placed on the November 2006 statewide ballot to fund the first leg of the statewide high-speed rail system between the Bay Area and Los Angeles. The Perata bill is the first to dedicate funds for the Inland Los Angeles to San Diego and Coastal Los Angeles to Orange County high-speed rail corridors. If enacted, it also would repeal the $9.95 billion high-speed rail bond measure. SANDAG staff will continue to monitor this bill and other related legislation.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. California High-Speed Rail Statewide System Map

Key Staff Contact: Linda Culp, (619) 699-6957, lcu@sandag.org
California High-Speed Rail

Statewide System Map

Legend
- Preferred Alignment
- Station
- Possible Alignment Area
- Urban Area
- County Line

Pacific Ocean
LOS ANGELES–SAN DIEGO–SAN LUIS OBISPO RAIL CORRIDOR AGENCY
(LOSSAN) BOARD OF DIRECTORS MEETING REPORT

Introduction

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. A LOSSAN membership roster is provided as Attachment 1.

The LOSSAN Joint Powers Board meets quarterly and the Technical Advisory Committee (TAC) meets generally every other month. SANDAG is staff to the LOSSAN Board and TAC through a cooperative funding agreement with the member agencies. A summary of the LOSSAN Board meeting held on December 7, 2005, is provided as Attachment 2.

LOSSAN Board Action Highlights

The LOSSAN Board continues to advocate for passenger rail funds that would benefit projects along the coastal rail corridor, including projects along the San Diego rail corridor. The Board directed that federal representatives be contacted and urged to eliminate “Provision 14,” an amendment attached to Amtrak’s FY 2006 federal appropriations that prohibits Amtrak from offering discounted fares during off-peak times. California programs such as the “Kids ‘n Trains” and special promotions to business travelers, seniors, and other groups are threatened. LOSSAN also is co-sponsoring a January reception in Sacramento to draw attention to passenger rail needs in this year’s infrastructure bond proposals. The Board also heard a report on record intercity passenger ridership along the Pacific Surfliner corridor in FY 2005 - more than 2.5 million riders for the year. Table 1 shows that our three intercity stations, San Diego, Solana Beach, and Oceanside, were among the top 14 stations for Amtrak ridership in the western region during FY 2005.
Table 1
TOP 20 RAIL STATIONS - AMTRAK WEST REGION (FY 2005)

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<th>Rank</th>
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<td>2</td>
<td>Sacramento, CA</td>
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<td>3</td>
<td>San Diego, CA</td>
<td>442,612</td>
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<td>4</td>
<td>Emeryville, CA</td>
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<td>5</td>
<td>Bakersfield, CA</td>
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<tr>
<td>6</td>
<td>Seattle, WA</td>
<td>332,908</td>
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<tr>
<td>7</td>
<td>Irvine, CA</td>
<td>281,599</td>
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<tr>
<td>8</td>
<td>Portland, OR</td>
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<td>9</td>
<td>Solana Beach, CA</td>
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<td>10</td>
<td>Fullerton, CA</td>
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Notes:
- **bold** denotes Pacific Surfliner station
- boardings include trains and Amtrak thruway bus

BOB LEITER
Director of Land Use and Transportation Planning

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

Attachments: 1. LOSSAN Membership Roster
2. December 7, 2005 LOSSAN Board of Directors Actions
This board is composed of current and former elected officials representing rail owners, operators, and planning agencies along Amtrak’s Pacific Surfliner corridor between San Diego and San Luis Obispo. LOSSAN is staffed by SANDAG. The objective of the agency is to coordinate planning and programs that increase ridership, revenue, reliability, and safety on the coastal rail line from San Luis Obispo to Los Angeles to San Diego.

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

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

**MEMBERS**

**Chair: Arthur Brown**
Orange County Transportation Authority

**Vice Chair: Jacki Bacharach**
Los Angeles County Metropolitan Transportation Authority

Julianne Nygaard
North County Transit District

Richard Dixon
Orange County Transportation Authority

Beatrice Proo
Los Angeles County Metropolitan Transportation Authority

Jerry Rindone
San Diego Metropolitan Transit System

Joe Kellejian
San Diego Association of Governments

Keith Millhouse
Ventura County Transportation Commission

Susan Rose
Santa Barbara County Association of Governments

John Shoals
San Luis Obispo Council of Governments

Bill Bronte
Caltrans, Division of Rail

**ALTERNATES**

Harry Mathis
San Diego Metropolitan Transit System

Brian Humphrey
Ventura County Transportation Commission

Salud Carbajal
Santa Barbara County Association of Governments

Mary Ann Reiss
San Luis Obispo Council of Governments

Jerome Stocks
North County Transit District

**Ex Officio Member**

Lou Bone
Southern California Association of Governments

**Additional Technical Advisory Committee Members**

Amtrak
Burlington Northern Santa Fe
California Public Utilities Commission
Southern California Regional Rail Authority
Union Pacific

Revised: January 12, 2006
JOINT RAIL AGENCY COORDINATION EFFORTS AND UPCOMING SACRAMENTO RECEPTION

The Board of Directors received an update on recent joint advocacy activities by LOSSAN, the Capitol Corridor, and the San Joaquin Valley Rail Committee. A reception was held in mid-October in Sacramento to thank the authors of Assembly Joint Resolution 18, which passed the state legislature in August (AJR 18 urges Congress to create a stable, multi-year funding source for Amtrak and is the first such joint message passed in California). Staff updated the Board on the details of the next joint event, a noon-time reception, and legislative meetings on January 26, 2006, at the Capitol to focus attention on passenger rail infrastructure needs and their inclusion in a possible bond measure next year (see next item). The Board directed staff to develop a joint fact sheet for these events.

STATUS OF STATE FUNDING FOR LOSSAN CORRIDOR PROJECTS AND OTHER STATE RAIL MATTERS

Caltrans provided an update on corridor projects and overall state funding issues. The Board of Directors discussed recent activity related to Senate Bill 1024, the statewide infrastructure bill scheduled for the ballot in 2006. Currently an $11 billion measure, the bill is expected to be amended to include additional needs such as commuter and intercity rail funds. The Governor also recently indicated his support for a much larger infrastructure bond measure built around the Go California initiative, perhaps as much as $50 billion. The Board of Directors approved an advocacy effort to maximize funding for intercity passenger rail projects in these measures.

FEDERAL LEGISLATIVE UPDATE INCLUDING THE LOSSAN CORRIDOR DEFINITION

Staff summarized a brief history of the LOSSAN corridor definition issue and informed the Board that the corrected definition was not included in the FY 2006 federal appropriations bill as was anticipated. Senator Boxer’s staff recommended that we renew our efforts in early 2006. The Board directed staff to develop a strategy based on input from LOSSAN member agency legislative staff.

The FY 2006 appropriations bill did include $1.315 billion for Amtrak operations and capital projects, a compromise between the $1.17 billion proposed in the House and the $1.45 billion proposed in the Senate, but well above the $360 million level proposed by the Administration. However, several provisions were attached to this bill, including Provision #14, which prevents Amtrak from offering discounted fares below 50 percent of the peak period fare. This provision is effective March 1, 2006, and will be detrimental to California’s intercity service. For example, Amtrak’s “Kids ‘n Trains” program offers discounted fares to school groups during the offpeak, and other discounted fare programs to business travelers, seniors, and other groups are threatened. The Board of Directors approved contacting the corridor’s federal delegation for their assistance on eliminating this provision and directed that an editorial be developed for Board members to distribute to area newspapers.
SURFLINER REPORT

Pacific Surfliner trains continue to experience record ridership, with September ridership being the highest recorded September in history and the seventh straight record month. Amtrak carried more than 2.5 million riders for the federal fiscal year ending September 30, another record year. On-time performance was at 80 percent for September, below the goal of 85 percent for the corridor. Delays continue to be primarily due to interference with other passenger and freight trains.

LOSSAN CORRIDORWIDE STRATEGIC BUSINESS PLAN AND INCORPORATION OF COMMUTER RAIL ANALYSIS

The Board received a status report on the LOSSAN Corridorwide Strategic Business Plan. The scope of work has been expanded to include an assessment of commuter rail between Ventura and Santa Barbara Counties and a detailed rail modeling analysis. The commuter rail analysis has been completed and will be used as one input to the rail modeling analysis, which is scheduled to begin in January 2006. Because of these major tasks taking longer than anticipated, the final corridorwide strategic business plan is scheduled for May 2006 (revised from March 2006).

BOARD MEMBER COMMUNICATIONS

Metrolink recently approved the purchase of seven locomotives and 59 rail cars, with bids anticipated in January 2006. MTS announced the successful opening of San Diego's latest light rail transit route, the Green Line to San Diego State University. The line is carrying 40 percent more students than was anticipated. MTA's Orange Line opened in late October with current ridership at more than 16,000 daily boardings, about double what was expected. The City of Buena Park will break ground later this month on a 192-unit housing development with direct access to the future Buena Park commuter rail station.

2006 MEETING SCHEDULE

The Board of Directors approved the following meeting schedule for 2006:

- Wednesday, February 8, 2006 at MTA at 11:30 a.m.
- Wednesday, May 10, 2006 at SANDAG (tentatively scheduled for 10:30 a.m.)
- Wednesday, September 13, 2006 at MTA at 11:30 a.m.
- Wednesday, December 13, 2006 at MTA at 11:30 a.m.

The next LOSSAN TAC meeting is scheduled for Tuesday, January 24, 2006 at 11:30 a.m. in Los Angeles.

PUBLIC COMMENT

None received.
REPORT ON TRIBAL INVOLVEMENT IN THE
2007 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE

Introduction

Federal legislation requires that federally recognized tribal governments be consulted in the development of regional transportation plans and programs (Title 23, U.S.C. 450.312). How this consultation should occur is left to the Metropolitan Planning Organizations (MPOs) and the tribal governments.

SANDAG is currently developing the next comprehensive update of the Regional Transportation Plan (RTP), providing an opportunity for tribal transportation-related needs, future plans, and issues of mutual concern to be discussed and addressed. This information report provides a background and summary of activities being led by the Borders Committee to engage area tribal governments in the 2007 RTP Update process.

Discussion

Background on Tribal Governments

Tribal governments are sovereign domestic nations, exercising full authority over tribal territory and tribal land use and transportation plans. There are 18 tribal reservations located within the limits of San Diego County, bordering cities and the unincorporated area in the North Inland and East County subregions. Tribal nations have jurisdiction over approximately 4 percent of the land within San Diego County (Attachment 1 – Map). Each has distinct rules governing membership in the tribe, relationships among tribal members, and land use on reservation land.

Access to most of the reservations is via county roads, rural highways, and sometimes state highways. Tribal government transportation issues are complex and vary from tribe to tribe. One tribe may have issues about general access to its reservation, while another tribe’s main concern may be improving its existing reservation roads. Road maintenance issues impact all tribes with roads, yet, according to the National Indian Justice Center, there is often confusion regarding who has the financial responsibility for maintaining reservation roads.

The main source of federal funding for tribal roads within the reservations is the Bureau of Indian Affairs (BIA) Indian Reservations Roads (IRR) Program. However, the federal IRR funding is allocated according to a “relative need” formula and is very limited. Tribes from other states, particularly larger ones, benefit from the formula because they are able to demonstrate a greater need based

1 National Indian Justice Center, “Environmental Justice in Transportation for California Tribes,” 2004
upon larger inventories of road miles, vehicle miles traveled, and population figures. California tribes, which generally have smaller reservations, receive a very low allocation not nearly enough to meet their needs. In 1999, the California Transportation Commission (CTC) identified $275 million in needed road improvements on tribal lands. According to a report by Caltrans, if the funding formula remains as it is, the expected IRR funding over the next 10 years would be just $50 million, only 18 percent of the identified needs. Caltrans concluded that at current funding levels, it would take 55 years to fund existing needs, not taking future needs into account.  

Tribes are also eligible to receive most state transportation funds. However, tribes have had limited participation in past regional transportation planning efforts. It will be mutually beneficial to both SANDAG and the tribal governments to analyze how best to collaborate in the planning and programming of regional transportation infrastructure that affect tribal nations. Incorporating tribal transportation issues into the 2007 RTP update is one opportunity for such collaboration.

Current Status of Government-to-Government Relations with Area Tribes

SANDAG is pursuing government-to-government relations with area tribes in a variety of ways. The Borders Committee is SANDAG’s designated Policy Advisory Committee (PAC) tasked with building relationships with various tribal organizations to strengthen communication with tribal nations in the region. Through the tribal liaison program, SANDAG also is extending outreach efforts to each sovereign tribal nation to facilitate communication on regional transportation planning and related issues. A summary of these activities are described below.

Partnerships with Tribal Associations

SANDAG is building working relationships with two key intertribal associations to strengthen communication and coordination with area tribes.

- **Reservation Transportation Authority (RTA):** The RTA, founded in 1998, is a consortium of Southern California Indian tribal governments designated as a Public Law 93-638 contracting entity that provides transportation education, planning, and program administration for tribal government members. SANDAG signed a Memorandum of Understanding (MOU) with the RTA in August 2005 to strengthen liaison activities and tribal involvement in transportation planning. The activities outlined in the MOU are funded by an environmental justice grant from Caltrans to RTA. Collaborative efforts are focusing on: creating systematic mechanisms of communication between tribal governments and SANDAG; providing information about SANDAG to the tribal nations; developing and implementing a strategy for tribal involvement in the RTP process; and facilitating policy discussions on tribal representation in the SANDAG structure.

- **Southern California Tribal Chairmen’s Association (SCTCA):** The SCTCA is a multi-service, non-profit corporation established in 1972 by a consortium of 19 federally recognized Indian tribes in Southern California. As an intertribal council, the SCTCA serves as a forum for a wide variety of issues for its member tribes. In June 2005, the SCTCA joined as an ex officio member of the Borders Committee, similar to SANDAG's relationships with other associations of governments, including Imperial Valley

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Association of Governments (IVAG) and Western Riverside Council of Governments (WRCOG). It is hoped that SCTCA’s involvement in the Borders Committee will further dialogue with area tribes on issues of mutual concern in transportation planning.

**Tribal Involvement in the 2007 Comprehensive RTP Update**

During FY 2006, the Borders Committee has been working diligently on one of its strategic objectives related to implementation of the Regional Comprehensive Plan – improving communication and coordination on regional and transportation planning issues with tribal nations in the region. In June 2005, the SCTCA joined the Borders Committee as an ex officio member to facilitate communications with the elected tribal leadership in the region. Together with Caltrans, the County of San Diego, the RTA, and the SCTCA, SANDAG has developed an integrated work plan for the inclusion of tribal issues in the 2007 Comprehensive RTP update through a series of studies, planning activities, and the convening of a Tribal Summit.

**Relevant Tribal Transportation Studies Underway**

Various agencies, including Caltrans, the County, RTA, and SANDAG are conducting a series of transportation-related studies, which will provide timely and relevant tribal information for the 2007 RTP update. Further information about these studies, which are summarized below, will form part of the Tribal Issues paper for the 2007 RTP update.

- **Reservation Transportation Needs Assessment**: Caltrans and SANDAG completed a transportation needs assessment survey of all 17 tribal nations in the San Diego region (as well as two tribes in Imperial Valley). The survey results were tabulated and will form the basis for a technical workshop with tribal transportation managers in late January/early February. The purpose of the workshop is to analyze the information from the needs assessment, share information about various planning documents, and discuss ways in which the identified transportation needs for the tribal nations can be developed into policy recommendations for discussion at the Tribal Summit scheduled for March 10, 2006.

- **State Route (SR) 76 Operational Improvements Study**: Caltrans and RTA are initiating a study of SR 76 east of the Interstate 15 to determine what kinds of operational improvements can be made to improve the safety of the SR 76 East corridor. The study will identify estimated costs for potential operational improvements as well as a methodology for allocating fair share contributions to the developing property owners in the corridor.

- **County General Plan 2020 Circulation Element**: The County of San Diego is currently updating its Circulation Element for its General Plan update, GP 2020. In this process, the County has consulted with the tribal nations in the region and made significant efforts to include them in outreach workshops. The data gathered will feed into the 2007 RTP update.

- **Reservation Transit Feasibility Study**: SANDAG’s FY 2006 Overall Work Program (OWP) includes a work element for a Reservation Transit Feasibility Study, funded by a Caltrans planning grant. Based on the transit-related findings of the Reservation Transportation Needs Assessment, SANDAG will collaborate with the RTA and the SCTCA
to study the feasibility of potential transit options in two key corridors serving reservations.

2006 Tribal Summit

The Borders Committee formed an ad hoc interagency group representing the RTA, SCTCA, County of San Diego, Caltrans, and SANDAG to plan the Tribal Summit. Three meetings have been held to identify a date, location, and topics to be discussed. The summit will be held on March 10, 2006, in lieu of the Board Policy meeting and will be hosted by the Chair of the Southern California Tribal Chairmen’s Association at the Pala Reservation.

The purpose of the Tribal Summit is to bring together elected officials from the 17 tribal sovereign domestic nations in the San Diego region and the elected officials from the 18 cities and the County represented on the SANDAG Board of Directors to continue a dialogue on land use and transportation planning policy issues of mutual concern. In particular, with the comprehensive update to the RTP underway, the Tribal Summit provides an opportunity for input on this important regional transportation planning effort.

Tribal leaders have stated an interest in the Summit being an opportunity for local government officials to learn more about tribal nations as well as an opportunity for tribal leaders to understand better the policy areas that SANDAG deals with as a regional planning forum.

In preparation for the Tribal Summit, SANDAG, Caltrans, County, and RTA staff are working together to hold a technical transportation workshop to discuss the results of the Tribal Transportation Needs Assessment and provide an opportunity for tribal transportation managers to discuss various transportation planning processes with their agency counterparts. The outcome of the workshop will be a set of policy level issues in various areas of transportation planning that will be brought to the elected officials at the Tribal Summit through an interactive polling exercise and will be subsequently incorporated into the RTP Update.

SANDAG is committed to engaging tribal governments in the San Diego region in the regional transportation planning process and will continue to pursue mechanisms for effective communication, collaboration, and coordination. Involvement in the 2007 RTP Update is one example of the agency’s efforts to provide meaningful and timely involvement of area tribal nations in the planning process.

BOB LEITER
DIRECTOR OF LAND USE AND TRANSPORTATION PLANNING

Attachment: 1. Map – Tribal Lands in The San Diego Region

Key Staff Contact: Jane Clough-Riquelme, (619) 699-1909, jcl@sandag.org
FISCAL YEAR 2007 FEDERAL TRANSPORTATION APPROPRIATIONS PROPOSALS

Introduction

Each year, SANDAG approves a list of transportation projects for funding consideration during the annual federal appropriations process. It is anticipated that the FY 2007 transportation appropriation process will begin early February 2006. In order to provide Members of Congress with SANDAG’s proposals for this next cycle of funding, the Transportation Committee and the Board should approve a list of projects in January 2006. In light of the many competing needs that Congress is currently facing, it is likely that the funding levels for discretionary projects will be limited.

The Transportation Committee approved a set of criteria for any new local project to be included in the SANDAG submittal of funding requests to our Congressional delegation at its December 2005 meeting. Attachment 1 lists proposed project funding requests, which includes prior year submittals, new transit requests, and local projects meeting the approved criteria.

Discussion

In December, the Transportation Committee approved several criteria for any new project to be submitted in the FY 2007 Federal Appropriations Act. The project must first be in the adopted Regional Transportation Plan (RTP), MOBILITY 2030, in order to qualify if the project is in the RTP then it is against the following criteria:

- Projects that are in construction and require additional funding
- Projects that are “ready to go” to construction
- Projects that have significant local funding identified
- Projects that are environmentally cleared
- Projects that improve security and safety in the region
- Projects that protect the region’s investment in infrastructure, including rolling stock

Projects that meet the greater number of these criteria would be considered for recommendation to the Congressional delegation. Project proposals were received from the City of Del Mar, the City of San Diego, and the County of San Diego. Attachment 2 lists the local project proposals that were submitted and their evaluation against the approved criteria. Staff recommends selecting projects that meet three or more criteria and have federal environmental clearance for inclusion in the FY 2007 Federal Appropriations Process. The projects meeting three or more criteria that also have environmental clearance are as follows:

Recommendation

The Transportation Committee is asked to recommend to the Board of Directors the list of projects (Attachment 1) for submittal to the San Diego Congressional delegation in the FY 2007 federal transportation appropriations cycle.
- Clairemont Mesa Boulevard/SR 163  $2.0 million
- Bird Rock Traffic Improvements  $2.0 million
- Rose Creek Bikeway Bridge  $2.0 million
- The University Avenue Mobility Plan  $2.0 million
- SR 905 Heritage Interchange  $2.0 million
- I-805/La Jolla Village Drive Interchange Improvements  $4.0 million

Transit

Consistent with prior years, the Metropolitan Transit System (MTS) and North County Transit District (NCTD) have developed a list of projects to include in the Joint Federal Transportation Agenda. The Joint Committee on Regional Transit approved this listing of projects on January 12, 2006. This list of projects is subject to approval by the MTS and NCTD Boards of Directors.

For the most part, the transit proposals are the same as in prior years with adjustments for receipt of federal funding or cost increases. The new transit project proposals are listed below.

- Command and Control Infrastructure  $15.0 million
- Regional Bus Replacement Vehicles (NCTD and MTS)  $39.1 million

Previously Approved Projects

The previously approved projects from FY 2006 are shown on Attachment 1 and notated as existing projects. Attachment 1 also lists the new transit projects above and local projects submitted that meet three or more of the criteria and have environmental clearance.

Next Steps

Following Board approval of project proposals, staff will initiate the necessary steps to participate in the appropriations process, including MTS, NCTD, and SANDAG staff meetings in early February with Congressional staff, submittal of appropriation request forms, and the development of the Joint Transportation Legislative Agenda in preparation for the APTA Legislative Conference scheduled for March 2006 in Washington, DC.

ELLEN ROUNDTREE
Director of Government Relations

Attachments:
1. Proposed Project Funding Recommendations
2. Matrix Ranking New Projects Proposed for FY 2007 Funding

Key Staff Contact: Ellen Roundtree, (619) 699-6960, ero@sandag.org
## PROPOSED PROJECT FUNDING RECOMMENDATIONS

<table>
<thead>
<tr>
<th>PROJECT IDENTIFIER</th>
<th>PROJECT DESCRIPTION</th>
<th>EXISTING OR NEW FEDERAL PROJECT REQUEST</th>
<th>PREVIOUSLY RECEIVED FEDERAL DISCRETIONARY DOLLARS</th>
<th>PROPOSED DOLLAR REQUEST</th>
<th>FUNDING PROGRAM</th>
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<td>PREVIOUSLY RECEIVED FEDERAL DISCRETIONARY DOLLARS</td>
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<td>AH</td>
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<td>AI</td>
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## MATRIX RANKING NEW PROJECTS PROPOSED FOR FY 2007 FUNDING

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<tr>
<th>Project Description</th>
<th>Agency Submitted</th>
<th>Request</th>
<th>In RTP</th>
<th>Projects in construction and require additional funding</th>
<th>Projects that are “ready to go” to construction</th>
<th>Projects that have significant local funding identified</th>
<th>Projects that are environmentally cleared</th>
<th>Projects that improve security and safety in the region</th>
<th>Projects that protect the region’s investment in infrastructure, including rolling stock</th>
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<td>SR 163/Friars Rd Interchange</td>
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*Recommended for project selection.
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<th>Project Description</th>
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<th>Request</th>
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<td>SR 163/Kearny Villa Road Ramp Configuration</td>
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Introduction

In October 2004, SANDAG adopted Board Policy No. 29, entitled “Regional Fare Policy and Comprehensive Fare Ordinance,” to provide guidelines for setting a uniform, fair, and equitable region-wide fare system within the county for North County Transit District and the Metropolitan Transit System. The Regional Fare Policy also established agency roles and responsibilities related to the fare structure and fare setting in the region. The policy is included as Attachment 1. Policy 29 also states that SANDAG has responsibility for adopting a Comprehensive Fare Ordinance to set the specific cash and pre-paid fare levels and transfer policies and pricing for the various types of services and rider groups. This report recommends adoption of a proposed Comprehensive Fare Ordinance by the Transportation Committee.

In addition, the new Compass Card (Regional Smart Card) that will be introduced in 2006 involves a new technology that offers the opportunity to simplify the fare structure and streamline and expedite fare collection and the collection of ridership and revenue data. The Compass Card provides an opportunity to begin making the fare system seamless to users and ensure equitable appropriation of the fare revenue. To smooth the transition to this new Compass Card fare system, it is essential that a single fare ordinance be in place to ensure uniform rules and procedures across the region.

Discussion

The purpose of regional consolidation of transit planning and programming in San Diego was to ultimately improve the quality of transit service delivery for our customers. One of the most visible components of any transit service is the fare system. Board Policy No. 29, the Regional Fare Policy and Comprehensive Fare Ordinance, calls for setting a uniform, fair, and equitable region-wide fare structure consistent with revenue-producing requirements and the established budget, based on four key elements:

- Regional Participation
- Production of Revenue
- Fairness
- Simplicity

Recommendation

The Transportation Committee is asked to recommend that the SANDAG Board of Directors approve the proposed Comprehensive Fare Ordinance (Attachment 2) that reflects the existing fare structure and system and incorporates existing revenue sharing agreements. Additionally, the Transportation Committee is asked to recommend that staff be directed to take the necessary steps for the SANDAG Board to hold a public hearing at the time of the first reading of the proposed ordinance.
The current fare system meets the requirements for two of the four elements – Regional Participation and Production of Revenue. However, it also contains some inconsistencies related to fairness of the system, and perhaps most significantly, it is extremely complex with more than 200 possible fare transactions, including flat fares, zone fares, fares by distance, premium fares, passes, discounts, and upgrades. The fare structure is likely one of the most complex fare systems in the nation for a single county, making it difficult for passengers to understand and utilize. There are at least 18 different cash fare values and more than 20 different types of passes in general circulation, making it difficult for passengers to understand and use. The public Fare Facts Brochure shown in Attachment 3 underscores the complexities of the current fare system. The first step in reducing the complexity of the system will be to implement a single Comprehensive Fare Ordinance. The proposed ordinance will be the first time a single ordinance will contain all public transit fares for San Diego County. Once a single fare ordinance is in place, analyses, proposals, and actions to simplify it can begin.

The Comprehensive Fare Ordinance also includes a number of agreements on revenue sharing between the two transit agencies. The revenue-sharing arrangements and procedures incorporated into the proposed fare ordinance are unchanged from existing agreements. Any future modification of revenue-sharing agreements between the two transit agencies would be based on ridership and revenue analyses and would use the newly adopted regional fare ordinance as a baseline. Furthermore, the introduction of Compass Cards will eventually improve the availability of revenue data and will permit the agreements to be adjusted in the future to ensure an equitable allocation between the two operating agencies.

A working group of staff from NCTD, MTS, and SANDAG was established in October 2004, following adoption of the Regional Fare Policy, with the objective of consolidating the two existing transit agency fare ordinances into a single, regional, comprehensive ordinance for adoption by SANDAG. The working group was initially divided on whether to: (1) move forward with SANDAG adoption of a fare ordinance that would reflect the existing fare structure and system, or (2) delay adoption of a fare ordinance to consider a series of changes to the existing fare structure and system, including changes to responsibilities for fare setting established in Policy No. 29. Since discussions began on developing the Comprehensive Fare Ordinance, there have been fare adjustments made at both MTS and NCTD that have highlighted the need to move forward with adoption of a single, regional fare ordinance at the earliest possible time. A regional fare ordinance is needed to simplify the process for holding public hearings and approving fare increases. With MTS and NCTD staff concurrence, we are recommending that SANDAG move forward the option to immediately adopt a Comprehensive Fare Ordinance that is a reflection of the existing fare structure and system. Future modifications would be developed and evaluated in collaboration with the transit agencies and will be brought back to the Transportation Committee as amendments or updates to the ordinance. Public hearings would be conducted at SANDAG as required.

Pursuant to Board Policy No. 25 (Public Participation/Involvement Policy), SANDAG must hold a public hearing for all fare changes. Although the proposed Comprehensive Fare Ordinance does not call for any changes to fares in either NCTD’s or MTS’s service areas, staff is recommending that a public hearing be held to ensure opportunity for public comment concerning consolidation of the transit operators’ fare policies into a single fare ordinance. Holding the public hearing would be consistent with the spirit of Board Policy No. 25, which calls for SANDAG to obtain input from and provide information to the public concerning public transportation matters.
Once the proposed Comprehensive Fare Ordinance is adopted, we can then begin a study to examine the potential for developing a new, easier to understand regional fare structure that takes advantage of the new Compass Card technology. Assuming the fare ordinance is adopted by the SANDAG Board (first reading of the ordinance is scheduled for the February 24, 2006 Board meeting), we would begin the fare study by Summer 2006. The study would lead to development of a simpler, more equitable fare system and identify any new or innovative approaches to fare collection that could be implemented as a result of the rollout of Compass Card technology.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. SANDAG Board Policy No. 29: Regional Comprehensive Fare Policy
  2. Draft Comprehensive Fare Ordinance
  3. Fare Facts Brochure

Key Staff Contact: Dan Levy, (619) 699-6942, dle@sandag.org
REGIONAL FARE POLICY AND COMPREHENSIVE FARE ORDINANCE

Purpose:
To establish guidelines for setting a uniform, fair, and equitable areawide fare structure consistent with revenue-producing requirements and established budgets.

Background

With the approval of Senate Bill (SB) 1703, the planning and programming functions of the San Diego Metropolitan Transit Development Board (MTDB) and the North San Diego County Transit Development Board (NCTD) were consolidated under the San Diego Association of Governments (SANDAG). Contained within these functions is the responsibility for developing a Regional Fare Policy, including setting fares for transit services in the region through a Comprehensive Fare Ordinance. The Initial Transition Plan for the regional consolidation specifies that SANDAG will develop the Regional Fare Policy, carried out in consultation with the transit agencies and operators.

Regional Participation

For this policy to be effective, it will be necessary for all transit agencies and operators in the region to implement the regional policy according to the following guidelines:

1. A single, unified, regionwide fare policy and transfer system shall be maintained for all publicly subsidized operators.
   1.1 All publicly supported transit operators shall participate in the system to be eligible for public subsidy.
   1.2 All publicly supported transit operators shall use and accept regional fare media.

Production

Fare revenues shall meet or exceed the level necessary to support the level of service provided given the current public subsidies available.

2. SANDAG shall adopt a specific farebox recovery ratio objective for each transit agency each fiscal year, consistent with the requirements of the Public Utilities Code regarding the disbursement of Transportation Development Act funds. SANDAG’s farebox recovery ratio shall be higher than that set by the Public Utilities Code to encourage revenue growth and ridership.
2.1 The fare-pricing schedule shall be set to be consistent with meeting or exceeding the specified farebox recovery requirements.

2.2 The annual average fare (per passenger), over time, shall generally be consistent with annual increases in regionwide transit cost indicators and/or the rate of inflation.

2.3 SANDAG shall consider the financial impacts of a fare change upon ridership, service provision, and operating budgets.

2.4 User-side subsidies and direct public/private funding shall be encouraged as sources of operating revenue, particularly for services with lower cost-effectiveness.

**Fairness**

The fare structure should be fair and equitable to all operators and passengers in the region.

3. Fare levels shall be consistent for similar types of service and similar service areas.

3.1 Fare levels shall reflect a combination of the type of service, distance, speed of travel, and customer amenities provided to the customer, with higher fares set for premium services.

3.2 Transfers between all routes shall be facilitated, with the cost of such transfer being related to any difference between the types of service and respective fare levels.

3.3 Regionwide fare discounts shall generally be limited to senior patrons and patrons with disabilities, and prepaid fare programs, and any mandated federal, state, and local program.

**Simplicity**

The fare policy shall promote seamless travel throughout the region by developing one common and easily understood fare structure throughout the region.

4. The fare structure and transfer system shall be as simple and easy to understand for users as possible.

4.1 The number of fare, transfer, and pass options shall be minimized to promote user friendliness and efficient fare validation.

4.2 The pricing structure shall be based upon equal or easily identified coin increments.

4.3 The fare collection process aboard a transit vehicle shall be designed to be as expeditious as possible.

4.4 Vehicle driver/operator involvement in the fare collection process onboard the transit vehicle should be minimized.

4.5 Use of prepaid fares (e.g., monthly passes and tokens) shall be encouraged to speed the patron boarding process.
4.6 The automated fare collection system shall be developed to simplify fare payment and collection, while providing the region with the opportunity to develop specialized fare structures that will be transparent to the user and driver/operator.

**Responsibilities**

SANDAG, the transit agencies, and transit operators all have roles and responsibilities to ensure successful implementation of the Regional Fare Policy.

5. SANDAG develops and adopts the Regional Fare Policy and Comprehensive Fare Ordinance which incorporates a uniform fare structure, a transfer policy, and agreement for revenue sharing of regional tickets, tokens, and passes, while also allowing the consolidated agency to adopt specialized fare procedures for travel within each operator’s service area. SANDAG will regularly update the Regional Fare Policy and set the basic fare pricing for transit services in the region through adoption of a Comprehensive Fare Ordinance.

5.1 A Regional Fare Structure Working Group (comprised of staff from SANDAG, transit agencies, and operators) shall review the comprehensive fare ordinance each year during the annual budget process and propose changes to the ordinance, if appropriate.

5.2 Transit agency boards shall review and provide input on proposed changes to the fare ordinance and solicit public input in accordance with transit agency policies prior to SANDAG Board action.

5.3 SANDAG’s Transportation Committee shall review the fare ordinance and develop fare recommendations as part of the annual budget process, unless needed at other times for special circumstances.

5.4 SANDAG shall adopt specialized fares and procedures for travel within each transit agency’s service area.

5.5 Public notice of fare changes shall be provided as legally required, including written notice on all public transit vehicles, and legal notices to newspapers. Public hearings will be conducted by the SANDAG Transportation Committee according to SANDAG Policy No. 25, Public Participation/Involvement.

5.6 Transit operators shall implement and adhere to this Regional Fare Policy and Comprehensive Fare Ordinance. Transit operators shall take the necessary actions to authorize enforcement of the Comprehensive Fare Ordinance.

5.7 The two transit agencies shall have the ability to set special event fares. For special events the transit agencies are encouraged to achieve full recovery of their operational expenses. These fares because of their short-term/temporary nature would not need to be included in the Comprehensive Fare Ordinance and would not require a public hearing.
5.8 The two transit agencies shall have the ability to set temporary promotional fares. Temporary promotional fares are defined as fares implemented for no more than six months for seasonal events or for marketing purposes. These fares because of their short-term/temporary nature would not need to be included in the Comprehensive Fare Ordinance or require a public hearing.

5.9 The Regional Fare Policy should be reviewed every two years by SANDAG.

Adopted October 2004
The San Diego Association of Governments (SANDAG) ordains as follows:

Section 1 Findings
This Ordinance is adopted to implement a Comprehensive Fare Ordinance setting forth a fare structure for all public transit service providers in San Diego County.

Section 2 Regional Transit Service Definitions

2.1 ADA: Americans with Disabilities Act, as defined in Title 49, Part 37, of the United States Code.

2.2 ADA Complementary Paratransit Service: Specialized curb-to-curb transportation services provided to persons who qualify as eligible for such services under the guidelines of the ADA. Except for commuter bus, commuter rail, or intercity rail systems, each public entity operating a fixed-route system shall provide complementary paratransit or other special service to individuals with disabilities (who cannot access or use fixed-route transit due to a qualifying disability) that is comparable to the level of service provided to individuals without disabilities who use the fixed-route system.

2.2 ADA Complementary Paratransit Zone: A zone is the geographical area defined by fixed boundaries within which particular fares are established. The boundaries for the zones are determined by each of the contracting agencies for the local operator of the paratransit service. The zones are as follows:

Zone 1: Central San Diego
Zone 2: Mid-County: Poway, Rancho Bernardo, Rancho Peñasquitos, Carmel Mountain Ranch, and Sabre Springs
Zone 3: East County: La Mesa, El Cajon, Santee, Lakeside, Lemon Grove, Spring Valley, and parts of Alpine
Zone 4: South Bay: Chula Vista, Coronado, National City, Imperial Beach, Palm City, Nestor, Otay Mesa, and San Ysidro
Zone 5: North County Transit District Service Area

2.3 Breeze: North County Transit District (NCTD) bus service.

2.4 Bus: Rubber-tired transit vehicles operated by Chula Vista Transit, Metropolitan Transit System (MTS), National City Transit, and North County Transit District (NCTD).
2.5 **Child:** Any person five years of age or under.

2.6 **COASTER:** Commuter rail service operated by NCTD in the I-5 corridor.

2.6 **College Student:** Any person enrolled as a student with a current enrollment for seven units or more in a participating accredited San Diego area post-secondary school. Valid picture ID includes proof of enrollment in an areawide post secondary school. Students attending any campus site with an agreement with NCTD and enrolled as a student in two credit or noncredit classes, or students attending English as a Second Language (ESL) classes three times or more weekly will be eligible to participate in the College Pass Program with a valid ID (only in the NCTD area).

2.7 **Commuter Express:** Bus service with stops only at major transit centers, residential centers and activity centers; generally traveling 50 percent or more of the one-way trip miles on freeways; averaging at least 20 miles per hour, with an average passenger trip length of over 10 miles; and using commuter coaches.

2.8 **Commuter Rail Service:** Commuter rail transit vehicles (COASTER) operated by NCTD.

2.9 **Compass Card:** The Compass Card is an electronic fare medium based on contactless smart card technology. The Compass Card can hold either transit products or cash for use on regional transit services. Transit products include but are not limited to monthly passes (all types), student semester passes, multi-day trippers, and special event period passes.

The Compass Card utilizes wireless technology to interface with Compass validator devices on regional buses, rail platforms and regional ticket vending machines. Patrons using or validating their Compass Card will need to touch or tap their card on one of the above mentioned validator devices.

2.10 **DART-Direct Access to Regional Transit:** A curb to curb demand responsive bus service to local destinations and to transfer points with regional transit service.

2.11 **Dedicated Transportation Service:** In relation to social service agencies or other organizations, a dedicated transportation service is defined as paratransit vehicle usage that is set apart for and guaranteed to an agency for the transportation of its eligible clients. The vehicle, for a particular time frame, is for the definite use of these persons and a ride is unavailable to other eligible persons within the community.

2.12 **Disabled:** Any person with a permanent or temporary mental or physical disability as defined by the ADA. Acceptable proof of disabled fare eligibility shall be an MTS identification card, Medicare Card, NCTD disabled identification card, State of California Department of Motor Vehicles (DMV) disabled identification card, or DMV placard identification card. This definition applies to persons who seek to purchase and/or use a Senior/Disabled monthly pass or Senior/Disabled cash fare for fixed-route transit or general public demand-responsive services.

2.13 **Express Service:** Bus service with limited stops including, but not limited to, major transit centers, residential centers and activity centers; has more than six stops outside Centre City or at collector end of route; generally traveling less than (50 percent of the
one-way trip miles on freeways; and averaging at least 12 miles per hour, with an average passenger trip length of approximately 10 miles or under; and uses standard coaches or transit buses.

2.14 **FAST:** Curb to curb service operated on demand by NCTD in specific areas of North County using and accepting the same fares, passes and inter-agency transfers as regular Breeze routes.

2.15 **Flex-Route:** Flex-route service is a point-deviation service in which vehicles stop at designated bus stops (points) at scheduled times, but during the time between two scheduled stops, drivers pick up and drop off passengers with advanced reservations over a dispersed area.

2.16 **LIFT:** LIFT provides curb-to-curb service for people with disabilities who are unable to use regular lift-equipped buses and vans in North County.

2.17 **Light Rail:** Electric light rail transit vehicles (Trolley) operated by the Metropolitan Transit System or Diesel light rail transit vehicles (Sprinter) to be operated by NCTD.

2.18 **Local Service:** Bus service on local roads serving neighborhood destinations and feeding transit centers in the immediate area.

2.19 **MTS:** Metropolitan Transit System operating services in all areas of San Diego County outside the jurisdiction of NCTD. South County services include MTS Internal Bus Services (San Diego Transit Corporation), San Diego Trolley, MTS Contract Services, Chula Vista Transit, and National City Transit.

2.20 **NCTD:** North County Transit District operating services in Northern San Diego County. North County services include the Breeze, LIFT, FAST, Coaster, the Sprinter (effective 2008) and their contract operators.

2.21 **Pass by Mail:** A service offered by SANDAG and NCTD that permits individual passengers to order passes to be delivered by postal mail.

2.22 **Personal Care Attendant:** In relation to the ADA complementary paratransit service, a personal care attendant is a person who is designated by the ADA eligible passenger to aid in their mobility. The person may be a friend, family member, or paid employee. A personal care attendant is not charged a fare on the ADA complementary paratransit service vehicle on which she/he accompanies the ADA eligible passenger. The need for and use of a personal care attendant must be indicated at the time of eligibility certification.

2.23 **Rural Bus Service:** Bus service operated by MTS providing limited daily or weekly service linking rural Northeastern or Southeastern San Diego County to a multimodal transit center or major shopping center generally provided on a two lane highway or roadway with one-way vehicle trip lengths ranging from 15 to 80 miles.

2.24 **Senior:** Any person 60 years of age or older. Acceptable proof of senior fare eligibility shall be a Medicare Card, a valid driver’s license, a State of California Senior identification card, or an MTS identification card in the MTS area, or an NCTD
identification card in the NCTD area. This definition applies to persons who seek to purchase and/or use a Senior/Disabled monthly pass or Senior/Disabled cash fare on fixed-route transit or general public demand-responsive services.

2.25 **MTS Shuttle Service:** Local bus service on roads serving neighborhood destinations and feeding transit centers in the immediate area.

2.26 **Sprinter:** Diesel Multiple Unit service to be operated by NCTD in a light rail mode in the Oceanside-Escondido corridor.

2.27 **Station:** A light rail, bus rapid transit or commuter rail passenger stop. For the purposes of this ordinance, all the stops within Centre City San Diego are considered one station.

2.28 **Sworn Peace Officers:** MTS and NCTD operators will allow all local (San Diego County), state, and federal sworn peace officers, in uniform or in civilian clothes, to ride on scheduled bus and train routes without charge. This privilege does not apply to special events for off-duty officers.

2.29 **Transfers:** The action by passengers in which they leave one bus or train and board a subsequent bus or train to complete their trips.

2.30 **Trolley:** Light rail transit service operated by MTS.

2.31 **Upgrade:** An additional fare required to enhance the value of an original fare (upon transfer) or a pass to travel on a higher fare service.

2.32 **Urban Service:** Moderate speed bus service primarily on arterial streets with frequent stops.

2.33 **Youth:** Any person 6-18 years of age (inclusive). Acceptable proof of youth fare eligibility in the region shall be an MTS Youth identification card, a valid driver's license, or current school photo identification card (through high school only).

### Section 3 Regional Passes and Tickets

3.1 **Regional Adult Bus and Trolley Monthly Passes**

The price of a regional adult monthly pass shall be based on service type and zones. Local and Urban Bus and San Diego Trolley passes shall be $60.00. Express passes shall be $64.00. Commuter Express passes shall be $84.00. The adult monthly pass shall entitle the person to whom the pass is issued to unlimited rides, during the month for which the pass is designated, on any equal or lower priced, regularly scheduled services provided by MTS services and NCTD bus services. An additional cash upgrade is required to ride DART, the Coaster and MTS Rural Bus Services. Half-price passes are available beginning the 15th of each month at The Transit Store.

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

The price of a regional senior/disabled monthly pass is $15.00 and shall entitle the senior or disabled passenger to unlimited trips, during the month for which the pass is designated, on any regularly scheduled services provided by those operators identified.
in this Ordinance. Use on MTS operated Rural Bus Service will require an upgrade fee. An additional cash upgrade is required to ride DART, the Coaster and MTS Rural Bus Services. Half-price passes are available beginning the 15 of each month at The Transit Store.

3.3 Regional Youth Bus and Trolley Monthly Passes
The price of a youth monthly pass is $30.00 and shall entitle the youth passenger to unlimited trips, during the month for which the pass is designated, on any regularly scheduled services provided by those operators identified in this Ordinance. A cash upgrade is required to ride DART, the Coaster and MTS Rural Bus Services. Half-priced passes are available beginning the 15th of each month at The Transit Store.

3.4 Regional Coaster Monthly Pass
Regular: $105.00, $116.00, $132.00, $144.00
Youth: $72.00
Senior & Disabled: $36.00

3.5 Half Price Bus and Trolley Passes
Half price bus and trolley passes may be purchased from The Transit Store from the 15th to the 24th of each month.

Section 4 Regional Cash Fares

4.1 MTS Shuttle Fares
MTS shuttle cash fare: $1.00
MTS shuttle cash fare with transfer (where available): $1.75

4.2 MTS Local Services
MTS local service cash fare: $1.75

4.3 MTS Urban Services
MTS urban services cash fare: $2.25

4.4 MTS Express and Commuter Express:
Express: $2.50
Commuter Express: $4.00

Child Fares: All children as defined herein, ride free.

4.5 MTS Senior/Disabled Cash Fares
Senior/Disabled: $1.00

4.6 MTS DART and Flex-Routes
The price of a one-way trip on MTS DART and the flex-routes shall be as follows:
MTS DART (Scripps Ranch, Rancho Bernardo) Regular/Adult $3.00
MTS DART Senior/Disabled $1.50
Urban Flex-Routes Adult $1.75
Urban Flex Routes Senior/Disabled $1.00
Urban Flex Routes Adult with Deviation $2.25
Urban Flex Routes Senior/Disabled with Deviation $1.50

*All other prepaid fare media upgrade $0.50. (*Includes all monthly passes, Day Tripper passes, and all other MTS prepaid fare media.)

Passengers boarding and alighting from bus stops on flex routes shall have a price per trip comparable to local service.

4.7 **MTS Rural Cash Fares:** Rural cash fares are based on a zone system. Zone boundary runs north-south and has boundaries at Ramona (Ramona Station), Alpine (Tavern Rd. and Alpine Blvd.), and Tecate border crossing (Tecate Road and Thing Road). The table provided below exhibits the one-way cash fare for travel within 1 and 2 zones regular passengers and senior or disabled passengers. Tokens shall be accepted at face value and change will not be provided where token value exceeds fare.

Senior and Disabled cash fares shall be 50 percent of the regular cash fare. Passengers exhibiting a valid transfer slip from MTS or NCTD shall receive a $1.00 discount per zone. Senior and Disabled passengers exhibiting a valid transfer shall be given a $0.50 discount per zone.

<table>
<thead>
<tr>
<th>Regular Passenger Fare</th>
<th>Senior/Disabled Fare</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Within 1 Zone</strong></td>
<td><strong>Within 2 Zones</strong></td>
</tr>
<tr>
<td>Cash Fare Only</td>
<td>Total Fare</td>
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<tr>
<td></td>
<td>$5.00</td>
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<tr>
<td>Pre-Paid Pass</td>
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</tr>
<tr>
<td></td>
<td>$4.00</td>
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<tr>
<td>Any Valid Transfer</td>
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<tr>
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<td>$4.00</td>
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<tr>
<td>Age 5 years and under</td>
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<td>Free</td>
</tr>
</tbody>
</table>

San Diego County Juror Tickets shall be accepted at a cash value of up to $4.00 towards a MTS Rural Bus Service fare, change will not be provided in instances where the cash value exceeds the required fare. Coaster Juror tickets will be accepted at a cash value of up to $5.25 towards a MTS Rural Bus Service fare, change will not be provided in cases where the cash value exceeds the required fare.

Transfers from ADA complementary service to Rural Bus service shall not require a cash upgrade. Rural Bus service senior and disabled passengers who have paid a cash fare of at least $3.50 shall not be required to pay an upgrade when transferring to a Zone 1 ADA Paratransit complimentary service. Passengers who have paid a cash fare of at least $4.50 shall not be required to pay an upgrade to any ADA Paratransit service.

4.8 **ADA Paratransit Services Cash Fares (MTS Access or NCTD Lift)**

| Zone 1 | $4.50 |
| Zone 2 | $3.50 |
| Zone 3 | $3.50 |
Zone 4: $3.50
Zone 5: $3.50

10 Pack for Zone 1 - $45.00

Ticket Book for Zones 2 – 4 $40.00

4.9 **Trolley One-Way Cash Fares**

- Senior/Disabled: $1.00
- Centre City: $1.25
- 1 station: $1.50
- 2 stations: $1.75
- 3 stations: $2.00
- 4-10 stations: $2.25
- 11-19 stations: $2.50
- 20+ stations: $3.00

A one-way is defined as a one-way trip in a direction away from the station of issue. The one-way ticket is valid for two hours and must be valid during the entire trolley trip. A valid one-way ticket may be used to transfer to any MTS or NCTD bus route or Coaster (upgrade may be required).

4.10 **Round-Trip Trolley Cash Fares**

- Round-trip 2 @ $1.00: $2.00 (Senior/Disabled fare)
- Round-trip 2 @ $1.25: $2.50 (Centre City Only fare)
- Round-trip 2 @ $1.50: $3.00
- Round-trip 2 @ $1.75: $3.50
- Round-trip 2 @ $2.00: $4.00
- Round-trip 2 @ $2.25: $4.50
- Round-trip 2 @ $2.50: $5.00
- Round-trip 2 @ $3.00: $6.00

A round-trip ticket shall entitle the person to whom the ticket is issued one round-trip, which may be used at any time throughout the operating day. A round-trip ticket shall be accepted on the bus as payment for fare up to the value of the ticket for up to two hours from time of purchase. The passenger shall be allowed to keep the round-trip ticket for use on another bus transfer.

4.11 **NCTD BREEZE, FAST, and COASTER Connection Services:**

- Cash: Senior and Disabled: $0.75
Day Pass: Senior and Disabled $1.50
Cash: Single boarding $1.75
Day Pass: One day’s unlimited use on BREEZE and FAST $3.75

### 4.12 COASTER Regular Cash Fares & Tickets

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<th>No. of Zones</th>
<th>Single Trip From Transit</th>
<th>Transfer Regular Trip</th>
<th>Single Ten Trips</th>
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Senior & Disabled COASTER Fares

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<th>No. of Zones</th>
<th>Single Trip From Transit</th>
<th>Transfer Regular Trip</th>
<th>Single Ten Trips</th>
</tr>
</thead>
<tbody>
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A cash upgrade ("Transfer from Transit Ticket") is required for all MTS fares except for ADA Complimentary paratransit fares (ACCESS). A cash upgrade is required for NCTD fares except for ADA Complimentary Paratransit fares (LIFT). Persons holding valid Coaster monthly passes may ride any Amtrak Pacific Surfliner within the origin and destination zones of their passes. The Rail 2 Rail program is subject to annual renewal with the National Railroad Passenger Corporation (Amtrak).

### 4.13 Rail 2 Rail

Persons holding valid Amtrak tickets may ride any Coaster train between Oceanside and San Diego within the origin/destination stations listed on the ticket. The program includes riders on Amtrak Thruway buses between Oceanside and San Diego on a space available basis.

### Section 5: Regional Monthly Pass Upgrades & Transfers

#### 5.1 Adult Pass Upgrades

Passengers holding a valid adult monthly pass as described in this ordinance must pay a cash upgrade to ride services with a higher cash fare value than that for which their pass is valid. Pass upgrades range from $0.25 to $9.00 in $0.25 increments based upon the difference in cash fares.

#### 5.2 Senior/Disabled and Youth Pass Upgrades

There shall be no cash upgrades required on senior/disabled or youth monthly passes for travel on any regularly scheduled services provided by those operators identified in this ordinance except:
• An upgrade of $0.50 for passengers transferring to DART
• An upgrade of $2.00 per zone for Seniors/Disabled per zone for passengers transferring to MTS Rural Bus Services.
• An upgrade of $4.00 per zone for passengers transferring to MTS Rural Bus Services.
• An upgrade based on zones for passengers transferring to the Coaster.

5.3 Bus and Trolley Transfer Upgrades

Passengers with a valid transfer slip from MTS or NCTD may transfer to a bus or trolley of equal or lower cash fare value free of charge (exception – NCTD Breeze transfers are equivalent to full fare on MTS urban buses at transfer stations despite NCTD lower cash fare). Passengers with a valid transfer slip from any of the services listed in this Section must pay the difference between the lower and higher cash fare when transferring to a bus or trolley with a higher cash fare value. Transfer upgrades range from $0.25 to $3.50. There shall be no transfer upgrade charges for senior/disabled passengers, except when using a transfer slip to board the Coaster, a DART service or an ADA Complementary paratransit service when an upgrade is required.

Eligible passengers with a valid transfer slip from an ADA complementary paratransit service vehicle may transfer to the Coaster, a bus or trolley without the payment of a transfer upgrade charge. Eligible passengers with a validated Coaster ticket may transfer to an ADA complementary Paratransit service vehicle without the payment of a transfer upgrade charge.

There will be a payment of a transfer upgrade required from a bus or trolley to an ADA complementary paratransit service or MTS Rural Bus Service as specified in this ordinance. An eligible passenger is a person with a disability who has been certified as eligible for paratransit service under the ADA and the MTS Regional ADA Complementary Paratransit Plan.

5.4 ADA Service (Access and Lift) Transfer Upgrades

Eligible passengers with a valid transfer slip from an ADA complementary paratransit service vehicle may transfer to a bus or trolley without the payment of a transfer upgrade charge. There will be a payment of a transfer upgrade required from a bus or trolley to an ADA complementary paratransit service as specified in this ordinance. An eligible passenger is a person with a disability who has been certified as eligible for paratransit service under the ADA and the MTS Regional ADA Complementary Paratransit Plan.

5.5 Other Transfer Consideration for Flex-Route and Direct Access to Rapid Transit (DART)

Transfer slips issued from DART and Flex-Route service vehicles shall be valid until the date and time indicated on the transfer slip (the time indicated shall be 90 minutes from the time of drop-off by the Flex-Route DART vehicle, to the nearest half-hour). Transfers are not valid for a return trip on the Flex/DART vehicle.
Section 6: Transfer Time

6.1 MTS Trolley, Commuter Express and Rural Bus

Transfer slips issued from buses and punched by the driver shall be valid until the date and time indicated on the transfer slip (approximately two hours from the end of the bus route, rounded to the higher half-hour, with the exception of MTS Contract Services [Commuter Express and Rural Bus], which is 90 minutes from the time punched on the transfer). Transfer slips issued from buses and time stamped by the farebox shall be valid for two hours from the time of issue. Transfer slips shall only be issued when a cash fare is paid or a token is relinquished. No transfer slips shall be issued when a monthly or daily pass is presented. Single-ride and round-trip trolley tickets shall be valid as transfer slips until the date and time indicated on the ticket (two hours from time of purchase).

Transfer slips issued from ADA complementary paratransit service vehicles shall be valid until the date and time indicated on the transfer slip (the time indicated shall be two hours from the time of drop-off by the ADA paratransit vehicle, to the nearest half-hour). Transfers are not valid for a return trip on the ADA paratransit vehicle.

Any transfer slip issued when a previously issued transfer slip is presented for fare payment shall be punched for no more time than is remaining on the initial transfer slip unless an upgrade is paid. The initial transfer slip shall be relinquished to the driver.

6.2 NCTD Transfers

NCTD does not issue transfers for service within its own area except on an emergency basis. NCTD cash fare passengers will either pay a single cash fare for a single bus ride or will purchase a Day Pass, which is good for unlimited travel on NCTD services (BREEZE and FAST) on the day of purchase until the end of the service day. NCTD honors transfers from MTS services with no fare upgrade to be paid.

BREEZE and FAST operators will honor transfers from LIFT for two hours from the time of issue.

6.3 Transfers from MTS

a. NCTD operators shall accept MTS transfers until the expiration time shown on the transfer, regardless of boarding location or direction of travel. For Rural Bus and Commuter Express Services, NCTD will honor MTS transfers issued for 90 minutes from the end of the issuing bus's trip. For all other MTS operators, except Access, NCTD will honor MTS transfers for two hours from the time they were originally issued in an MTS farebox.

b. MTS transfer holders whose transfer time has expired shall be requested to pay the regular NCTD fare when boarding NCTD buses.
6.4 Transfers to MTS

a. **Inter-Agency Transfers:** On only those NCTD routes that directly connect with MTS services, NCTD operators may issue an Interagency Transfer, to passengers who request them, to transfer to MTS services upon payment of a single cash fare, BREEZE Monthly Pass, BREEZE College Pass NCTD Social Service Agency Daypass, and NCTD Day Pass issued from a FAST vehicle. For MTS Contract Services, (Commuter Bus and Rural Bus Services) Inter-Agency Transfers will also be issued to passengers who have a Breeze College and Monthly Pass. Interagency transfers are valid as a transfer to MTS services ONLY, for two hours from the time of issue. They are NOT valid to board any NCTD bus routes.

b. **BREEZE Day Pass:** On those routes that directly connect with MTS services, the BREEZE Day Pass will also serve as an Interagency Transfer. The BREEZE Day Pass is valid for transfers to MTS for two hours from the time of issue.

c. **BREEZE Monthly and College Pass:** On those routes that directly connect with MTS services, NCTD operators may issue an Interagency Transfer, to passengers who request them who have BREEZE Monthly and College Passes, to transfer to MTS service. Interagency transfers are valid as a transfer to MTS services ONLY, for two hours from the time of issue. They are NOT valid to board any NCTD bus routes.

d. **BREEZE Social Service Day Pass:** On those routes that directly connect with MTS services, NCTD operators may issue an Interagency Transfer, to passengers who request them who have a Social Service Day Pass, to transfer to MTS service. Interagency transfers are valid as a transfer to MTS services ONLY, for two hours from the time of issue. They are NOT valid to board any NCTD bus routes.

Section 7 Transfers With Other Transit Operators Within or Outside San Diego County

7.1 **METROLINK Trip Tickets and Monthly Passes**

METROLINK Trip Tickets and Monthly Passes are valid as full boarding fare on NCTD buses on all weekday routes heading to or from the Oceanside Transit Center. The rules governing the acceptance of these are as follows:

a. **Monthly Pass:** This pass MUST have the correct current month and year printed on it to be valid.

b. **Ten-Ride Ticket:** This ticket has a validation printing area for each of ten (10) rides on METROLINK. In order to be valid to board NCTD buses, the current date must appear in one of the boxes numbered 1 - 10.

c. **Round-Trip Ticket:** This ticket must be imprinted with the current date and is valid until the time shown on that date, to and from the Oceanside Transit Center.

d. **One-Way Ticket:** This ticket must be imprinted with the current date and is valid until the time shown on that date, from the Oceanside Transit Center only.
e. **Counting:** Passengers boarding buses with valid METROLINK fares as described above should be counted using the "METROLINK" farebox count key.

### 7.2 NCTD and Orange County Transit Authority (OCTA) Transfers

The following transfer agreement is in effect with OCTA between its Route 1 and Route 191 and Breeze Route 395:

a. **Route 395 to Route 1 or Route 191:** The passenger will pay the appropriate NCTD single cash fare (or Day Pass fare) and be issued an interagency transfer. This transfer or Day Pass will be accepted by OCTA drivers as full fare for one boarding. In addition, NCTD Breeze Passes and Regional Passes will be accepted by OCTA as full fare for one boarding on its system.

b. **OCTA Route 1 or Route 191 to Route 395:** An OCTA passenger may transfer from an OCTA bus to NCTD Route 395 by displaying a valid OCTA Day Pass, or a valid OCTA Monthly Pass. No further fare upgrade will be required. The OCTA Day Pass or Monthly Pass is good for one boarding only on NCTD service. Therefore, the OCTA Day Pass or OCTA Monthly Pass is valid only on Route 395 in San Clemente, as this is the only route that connects with OCTA. Passengers continuing on other routes in Oceanside will need to pay a single cash fare or purchase an NCTD Day Pass. NCTD Route 395 Coach Operators should count all OCTA Day Passes and Monthly Passes on the “OCTA” farebox key.

### 7.3 Greyhound

Greyhound passengers traveling between Oceanside and Escondido may surrender one of their tickets to travel on NCTD Breeze services between these two points. These tickets must be turned in daily to ensure proper reimbursement to the District. The ticket should indicate a trip between Oceanside and Escondido to be valid. Such passengers should be counted using the “Free” key.

### Section 8 Participation in the Regional Transfer System

The policy for participation in the regional transfer system by transit providers shall be as follows:

- Private operators participating in the regional transfer system must operate a fixed-route and fixed, published schedule.
- Operators must serve an area or need not currently served by an existing operator.
- Any publicly subsidized operator should be incorporated into the regional transfer system to the extent feasible and practical.
- Any transit provider receiving MTS transfers shall have a secure handling procedure for all transfer media. Transfers shall be handled as cash-value media, with appropriate security provided for acceptance, inspection, storage, distribution, and disposal.

### Section 9 Regional “Universal” Tokens

Universal tokens shall be available for $2.25 each, $2.09 each in multiples of 20 ($41.80) or 40($83.60), and shall entitle the person holding the universal token to up to a $2.25 cash fare value
trip on any MTS or NCTD regular bus or trolley service (not including Coaster or ADA paratransit services). Some DAR, bus, and trolley services may require a cash upgrade in conjunction with the universal token.

Section 10 Regional Day Trippers and Day Passes

10.1 Regional Day Trippers

The price of a one-day pass is $3.75 in the NCTD (Breeze Day Pass) area and $5.00 in the MTS (Day Tripper) area and shall entitle the person to whom the pass is issued unlimited rides during the day for which the pass is valid on any regularly scheduled services provided by the issuing operator (except MTS Commuter Express Routes, MTS Rural Routes and ADA complementary paratransit services). NCTD issued Breeze Day Pass are valid on MTS services for two hours from the time they are issued from NCTD farebox or vending machine. MTS issued Day Tripper passes are valid on NCTD service the entire day.

The price of a two-day MTS (Day Tripper) pass is $9.00 and shall entitle the person to whom the pass is issued unlimited rides during the two consecutive days for which the pass is valid on any regularly scheduled services provided by the issuing operator (except MTS Commuter Express, MTS Rural Routes, and ADA complementary paratransit services).

The price of a three-day MTS (Day Tripper) pass is $12.00 and shall entitle the person to whom the pass is issued unlimited rides during the three consecutive days for which the pass is valid on any regularly scheduled services provided by the issuing operator (except MTS Commuter Express, MTS Rural Routes and ADA complementary paratransit services).

The price of a four-day MTS (Day Tripper) pass is $15.00 and shall entitle the person to whom the pass is issued unlimited rides during the four consecutive days for which the pass is valid on any regularly scheduled services provided by the issuing operator (except MTS Commuter Express, MTS Rural Routes and ADA complementary paratransit services).

NCTD FAST Services

An NCTD Day Pass issued by a FAST driver is valid on NCTD Breeze and FAST services. For transfers to MTS see Section 6.4.a

10.2 Classroom Day Tripper Bus & Trolley

Classroom Day Trippers, valid for one day during non-peak hours on NCTD and MTS, may be issued to school and youth groups (up to 18 years of age) on an advance sales basis only. Each group shall consist of a minimum of 15 people. One chaperone per every five students may ride at the classroom daytripper price. The price of Classroom Day Trippers shall be $1.50 per person.
10.3 Classroom Day Tripper Coaster
The Coaster Classroom Day Tripper provides special round trip fare on selected trains only of $3.00 per person. Additional fare of $1.50 is required for transfer to MTS bus or trolley. Travel during non-peak hours Monday through Friday. Maximum of 135 student and adults per group on a scheduled train. Not all trains are available at the group rate.

10.4 Hotel Scratch One-Day Tripper
The Hotel Scratch One-Day Tripper is a one-day MTS Day Tripper priced at a standard one-day price but with scratch off instead of punched month, day, and year boxes. The Day Tripper has a unique serial number code, and the customer may not return or exchange a Day Tripper. Only hotels with a pass sales agreement can sell this type of Day Tripper.

10.5 MTS Social Services One-Day Day Tripper
The MTS Social Services One-Day Tripper is a one-day MTS Day Tripper priced at twice a token rate ($2.09 x 2 = $4.18), with hole-punched validation, and only sold to qualified social service agencies who agree to dispense Day Trippers according to MTS requirements. The Day Tripper has a unique serial number code, and the customer may not return or exchange a Day Tripper.

10.6 NCTD Social Service Agency Day Pass
The NCTD Social Service Agency Day Pass is a one-day NCTD Day Pass priced at $3.75, which is validated by Social Service agencies by punching the proper day, month, and year. It is sold only to qualified social service agencies who agree to dispense the Day Pass according to NCTD requirements. The Social Service Agency Day Pass has a unique serial number code, and the customer may not return or exchange a Social Service Agency Day Pass. For transfers to MTS, review section 6.4 d.

10.7 San Diego County Juror Ticket
The San Diego County Juror Ticket, distributed to prospective jurors at the four San Diego County Courthouses, allows the bearer to take one ride on any MTS transit bus or trolley (up to $4.00 fare) or the NCTD Coaster (up to $5.25 fare). The rider must validate the ticket before boarding by scratching off the hour, minute, month, date, and year of boarding for MTS bus and trolley routes. Upon boarding an MTS transit bus, the Juror Ticket is surrendered to the driver, and a transfer slip is used. The transfer slip will be valid for up to 90 minutes from end of bus route on buses equipped with non-electric fareboxes and for two hours from the time of boarding on buses equipped with electronic fareboxes. If the Juror Ticket is used first on a trolley, it is valid for up to two hours from the boarding time scratched. It may be used as a transfer to a bus route or another trolley route within two hours of the boarding time scratched. If the Juror Ticket is used on an NCTD Coaster train, it must be validated for the Coaster trip at the station platform before boarding. The ticket is good for up to two hours from validation and may be used to transfer to an MTS bus or trolley within those two hours. A customer may complete a trip if the ticket expires during the trip but may not transfer to another route once the ticket has expired. Not valid for use on or transfer to special services or ADA complementary paratransit service.
Section 11 Other Regional Fare Media and Programs

11.1 Pass, Token, and Ticket Sales Commission: The commission is the amount of money that is retained from the retail purchase price by an authorized pass sales outlet including Transit Store on the sale of each monthly pass, token, Prepaid Ticket, or Day Tripper. The following chart shows the Pass Sales Commissions for the region:

<table>
<thead>
<tr>
<th>FARE MEDIA</th>
<th>PRICE AMOUNT ($)</th>
<th>AMOUNT (%)</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monthly Pass</td>
<td>$60.00</td>
<td>$0.60</td>
<td>1.0%</td>
</tr>
<tr>
<td>Monthly Pass</td>
<td>$64.00</td>
<td>$0.96</td>
<td>1.5%</td>
</tr>
<tr>
<td>Monthly Pass</td>
<td>$84.00</td>
<td>$1.26</td>
<td>1.5%</td>
</tr>
<tr>
<td>Monthly Pass Senior/Disabled</td>
<td>$15.00</td>
<td>$0.23</td>
<td>1.5%</td>
</tr>
<tr>
<td>Monthly Pass Youth</td>
<td>$30.00</td>
<td>$0.45</td>
<td>1.5%</td>
</tr>
<tr>
<td>$2.25 Token 20-Pack</td>
<td>$41.80</td>
<td>$0.42</td>
<td>1.0%</td>
</tr>
<tr>
<td>$2.25 Token 40-Pack</td>
<td>$83.60</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>One-Day Tripper</td>
<td>$5.00</td>
<td>$0.25</td>
<td>5.0%</td>
</tr>
<tr>
<td>Two-Day Tripper</td>
<td>$9.00</td>
<td>$0.50</td>
<td>5.55%</td>
</tr>
<tr>
<td>Three-Day Tripper</td>
<td>$12.00</td>
<td>$0.75</td>
<td>6.25%</td>
</tr>
<tr>
<td>Four-Day Tripper</td>
<td>$15.00</td>
<td>$1.00</td>
<td>6.67%</td>
</tr>
<tr>
<td>Hotel Scratch One-Day Tripper</td>
<td>$5.00</td>
<td>$0.25</td>
<td>5.0%</td>
</tr>
<tr>
<td>Social Services One-Day Tripper</td>
<td>$4.18</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Northbound San Ysidro Ticket</td>
<td>$2.50</td>
<td>$0.13</td>
<td>5.0%</td>
</tr>
</tbody>
</table>

11.2 Regional Group Advance Day Pass Sales

Group event day passes, valid for one to seven days, may be issued to groups (minimum quantity = 100) only on a 21-day or longer advance sales basis. The price of group event advance sales passes shall be as follows:

- One-Day Pass: $4.50
- Two-Day Pass: $8.00
- Three-Day Pass: $11.00
- Four-Day Pass: $14.00
- Five-Day Pass: $16.00
- Six-Day Pass: $18.00
- Seven-Day Pass: $20.00

The group event day pass shall entitle the person to whom the pass is issued unlimited rides during the corresponding number of consecutive days for which the pass is valid on any regularly scheduled services provided by NCTD or MTS. Use on a MTS operated Rural Bus Services will require payment of $4.00 per zone upgrade.

Group event day passes for special events may be purchased in bulk in advance at discounted rates as follows or as otherwise agreed to by the Board:
100-999 passes: Full price per pass
1,000-1,999 passes: 5 percent discount per pass
2,000-2,999 passes: 10 percent discount per pass
3,000+ passes: 15 percent discount per pass
4,000+ passes: 20 percent discount per pass

11.3 MTS College Semester/Monthly Pass

Pass for a college or university school term of 63 or more days priced at $1.20 a day, (based on first day of class to last day of final exams, rounded to nearest whole dollar) payable in advance, sold only during the term’s registration and/or a monthly pass good for a calendar month, priced at $45.00 a month, payable in advance. Good on all MTS fixed-route bus and trolley services, Direct Access to Regional Transit (DART) with an upgrade, and Flex-Route services. Not honored on any ADA Complementary Paratransit Services.

Accepted on NCTD Breeze and FAST services. Use on a MTS operated Rural Bus Services will require an upgrade fee $4.00 per zone. Valid on the Coaster with payment of a Single Trip Transfer upgrade as shown in Section 4.12.

The semester and monthly college student pass is to be sold only at schools, colleges, and universities that meet the following requirements: accredited by recognized accrediting institution; provide an on-site sales location; track sales to individual students; limit sales to one pass per student currently enrolled with a minimum of seven credit hours; issue each student with a current school year photo identification card; provide a benefit to each student purchasing the term and/or monthly pass to encourage public transit use; and promote the pass through school information materials. Some services may require a fare upgrade.

11.4 MTS ACCESS and NCTD LIFT Service Ticket Books:

All ADA prepaid fare media will only be good on the system for which it was developed. Each system shall have the flexibility to price the tickets at a level that is consistent with the ADA fare that is charged in the operating area.

11.5 Northbound San Ysidro Trolley Ticket

The Northbound Trolley Ticket, dispensed from the San Ysidro kiosk, is good for a one-way, northbound trip on the San Diego Trolley for a maximum fare ride of $2.50 (up to 20 stations from San Ysidro on any San Diego Trolley route). The ticket is punched by the San Ysidro vendor at the point of sale for the hour, minute, month, date, and year of travel and expires 120 minutes after the time punched. This ticket is valid as a transfer to any MTS bus or trolley route, but cash upgrades apply if traveling past 20 stations on the trolley or transferring to an MTS bus route with a higher fare. The ticket is not good for a return trip towards the border on the San Diego Trolley. It is not valid for use on or transfer to NCTD Coaster, special services, or ADA complementary paratransit service.
11.6 Ecopass Group Sales Pass Program

This program is for businesses or groups with 25 or more employees or members who purchase Bus and Trolley monthly passes and who are willing to purchase 25 passes or more for a minimum of three months. The price would be set based on participation in the program for a year for the specified number of monthly passes. Only one trial program is permitted per employer or group. The trial program agreement must be for a specific fiscal year. Advance payment for the total number of Trial Program passes is required. The discount is available for an employer or group purchasing 300 or more passes for an annual (12 months) program. The program can be pro-rated to accommodate the time left in the fiscal year. The program agreement and payment must be for a specific fiscal year. Advance payment for the total number of annual monthly passes is required.

The price of the employer or group sales pass program shall be tiered according to the number of annual regular adult passes purchased. The discount offered shall be as follows:

<table>
<thead>
<tr>
<th>Annual Quantity</th>
<th>Average Users</th>
<th>Month Discount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. 300 to 600 passes/year</td>
<td>25 - 50</td>
<td>10%</td>
</tr>
<tr>
<td>2. 601 to 1,200 passes/year</td>
<td>51 - 100</td>
<td>15%</td>
</tr>
<tr>
<td>3. 1,201 to 3,000 passes/year</td>
<td>101 - 250</td>
<td>20%</td>
</tr>
<tr>
<td>4. 3,001 to 6,000 passes/year</td>
<td>251 - 500</td>
<td>25%</td>
</tr>
<tr>
<td>5. 6,001 to 12,000 passes/year</td>
<td>501 - 1,000+</td>
<td>30%</td>
</tr>
</tbody>
</table>

The standard $60 pre-discounted Monthly Pass is valid on all regular Metropolitan Transit System (MTS) buses, the San Diego Trolley and NCTD Breeze and FAST services.

Cash upgrades apply when using this pass on MTS Commuter Bus, MTS Rural Service and the Coaster.

11.7 Temporary, Promotional & Experimental Fares

The two transit agencies shall have the ability to set temporary, promotional and experimental fares. Temporary, promotional and experimental fares are defined as fares implemented for no more than six months for seasonal events or for marketing purposes. These fares because of their short term/temporary nature would not need to be included in the Comprehensive Fare Ordinance or require a public hearing.

Section 12 NCTD Only Fare Media & Programs

12.1 Breeze Monthly Pass (NCTD): $54.00

This monthly pass valid on BREEZE and FAST services for unlimited trip during the one calendar month it is issued. For transfers to MTS see section 6.4.a

12.2 BREEZE College Pass

This monthly pass is valid on BREEZE and FAST services for unlimited trips by college students during the one calendar month it is issued. NCTD may sell discounted Breeze monthly passes to any post secondary educational institution (college) in its service area with whom NCTD signs an agreement establishing terms and conditions. The price for
monthly passes sold to post secondary educational institutions shall be $10.00 per month less than the regular Breeze Monthly pass. For transfers to MTS see section 6.4.a

12.3 Day Pass

NCTD fareboxes issue a Day Pass when the passenger deposits $3.75 (or $1.50 for Senior/Disabled upon proper key entry by the operator). The Day Pass is valid for unlimited travel on all NCTD Breeze bus routes and NCTD FAST services until 11:59 PM (or last bus of the day) on the date of issue. The NCTD Day Pass is valid as a transfer to MTS service for two hours from the time of issuance. The NCTD Day Pass is valid as a transfer for one connecting bus trip on OCTA services.

12.4 Social Service Agency Daypass

NCTD one-day pass valid for unlimited travel on all NCTD Breeze bus routes and NCTD FAST Service until 11:59 P.M. or last bus of the day on the date of issue. For transfers to MTS please see section 6.4.d

12.5 Lift 10 Ride Ticket Books

NCTD sells 10 Ride Ticket Books to eligible ADA certified agencies and eligible ADA certified passengers for $35.00

Section 13 Regional Ticket and Pass Administration

This section shall cover the administration of printing, sales, boarding counts, revenue collection, and revenue allocation for regular, senior/disabled, Day Tripper, all tickets, and tokens. All figures for the Adult pass include the College Semester/Monthly Pass. This section does not apply to general public or senior/disabled dial-a-ride operators.

13.1 SANDAG Responsibilities

SANDAG shall ensure that each operator submits Monthly Pass boarding counts by category (adult - all zones combined, senior/disabled, and youth), all ticket counts (by ticket type), and tokens and transfer upgrades to SANDAG on a monthly basis. In addition, SANDAG shall ensure that those operators operating Express and Commuter Express routes submit pass-boarding counts by route. SANDAG shall also ensure that appropriate operators submit transfer upgrade activity counts.

13.2 SANDAG shall distribute the proportion of revenues from all regional fare media, including but not limited to, tokens. Adult Monthly Passes, Senior/Disabled and Youth Monthly Passes, College Semester/Monthly Passes, and ticket sales, are to be allocated to each operator on a county wide basis in accordance with Exhibit 1.

13.3 SANDAG shall determine the proportion of revenues from Senior/Disabled and Youth Monthly Pass sales to be allocated to each operator on a countywide basis in accordance with Exhibit 1.

13.4 SANDAG shall determine the proportion of revenues from all ticket sales to be allocated to each operator on a countywide basis in accordance with the formula shown in Exhibit 1.
13.5 SANDAG shall submit the Monthly Pass summary counts and allocation percentages by category (Adult, Senior/Disabled, Youth, and College Semester/Monthly) and all pass levels and all ticket counts (by type) for each operator. SANDAG shall disburse the Monthly Pass, Day Trippers, upgrades, and ticket sales revenue collected to the various operators in accordance with the calculated percentages. SANDAG shall complete said percentages and counts for the previous month by the 25th day of the month following.

13.6 SANDAG shall prepare a yearly summary of Monthly Passes, tokens, and ticket riders (by operator).

13.7 SANDAG shall fund and administer the design and printing of regional passes, tokens, and tickets. The design of which shall be subject to approval by the operators.

13.8 SANDAG shall fund the regional prepaid fare program encompassing the distribution and sales reconciliation of Monthly Passes (for Adults by price, Senior/Disabled, and Youth), Day Tripper Passes, tokens, all tickets, pass-by-mail program media. A Pass Sales Manager employed by SANDAG will be the coordinator of this fare program.

13.9 SANDAG shall determine the Day Tripper pass sales revenue to be allocated to MTS, NCTD, and any participating private operator based on the percentages of regional Adult Monthly Pass sales. Allocation to a private operator shall be determined and updated each calendar year based on Day Tripper usage surveys.

13.10 SANDAG shall prepare a monthly summary of TransNet Local Transportation Sales Tax subsidies for Senior/Disabled and Youth Passes, or any other local jurisdiction subsidy by the end of the month.

13.11 SANDAG shall prepare a monthly summary of regional Monthly Pass (for Adult by price, Senior/Disabled, and Youth), Day Tripper Pass, and all ticket revenue distribution, including subsidies, and shall submit a copy of these data, SANDAG summary counts, and allocation percentages to each operator.

13.12 SANDAG shall keep a separate fund for all pass and ticket sales revenue received.

13.13 SANDAG shall issue a check monthly to each operator for its portion of Adult Monthly Passes, Senior/Disabled Passes, Youth Passes, Day Tripper Passes, all tickets, TransNet Local Transportation Tax subsidies (MTS area operators only). The pass and ticket revenue check shall reflect the net amount to be received by each operator after adjustment is made to allocate transfer fares paid on first vehicles as described in Exhibit 1. Checks for a particular month's revenue shall be issued by SANDAG for all funds received, and any applicable interest earned, during the previous month. These checks shall be issued within ten working days from the beginning of the month of the SANDAG report. A reconciling report shall be sent to each operator showing which month the money is from and any adjustments needed (e.g., bad checks, theft, or error).

13.14 SANDAG shall bill local jurisdictions monthly for any subsidy payments that may result from a reduced price monthly pass program established by that jurisdiction and apportion such revenue to the appropriate operators.
Section 14 Operator Responsibilities

14.1 Each operator shall count pass riders by category: Adult (all zones combined), Senior/Disabled and Youth, ticket riders by type, and tokens. Operators shall count other prepaid fare media (Day Trippers, Classroom Day Trippers) as feasible, based on current farebox technology in use. Those operators operating Express, Commuter Express routes shall count pass boardings by route for Express, and Commuter Express services. Buses shall be equipped to permit operators to maintain a daily count of each category, type of rider, and upgrades. A record of daily counts shall be maintained and kept on file for a one-year period. Such records shall be made available to SANDAG at its request. For the purpose of ticket revenue allocation, the tickets shall be counted as follows:

- A ticket received for fare payment is counted as a ticket for revenue allocation.
- A Day Tripper pass, ticket usage, and upgrades on the San Diego Trolley shall be determined on a sampling basis as prescribed by SANDAG.

14.2 Each operator shall prepare a monthly summary of pass riders (by category and route, where applicable), all tickets, token riders (by type), and upgrades using the formula in Exhibit 1, and submit the summary of the previous month to SANDAG by the 23rd day of the month following.

14.3 Each operator shall permit SANDAG to be the arbiter in case of questions regarding pass counts, and SANDAG shall justify its decision to the operator(s) in question.

Section 15 Identification Cards

15.1 MTS Transit identification cards for senior, disabled and youth riders shall be available at The Transit Store at a price of $6.00 or $4.00 for a lost or stolen replacement card.

15.2 NCTD reduced fare ID cards are available free from NCTD Customer Service. A $5.00 replacement fee is charged for replacement cards after the first free card.

Section 16 Compass Card

16.1 SANDAG, the administrator of the Compass Card Program, may require a non-refundable fee to acquire a Compass Card. The fee shall not exceed $5.00.

Compass Card users may elect to register their card. If registered, users will be entitled to one fee free replacement if the card is lost or stolen. Additionally, registered users of the Compass Card are entitled to balance protection. Registered users will be reimbursed their cash or transit product at the time the card is reported lost or stolen. Reimbursement will be provided on a new Compass Card or through the refund process outlined in Paragraph 16.6. An unregistered user shall have no right to reimbursement or refund of a Compass Card balance even if the card is lost or stolen.
Compass Card users may opt not to participate in the registration program, but shall be required to pay the above-mentioned fee and will not receive the benefits of registration. Whether or not a user pays a fee or participates in the registration program, the Compass Card shall be the property of SANDAG and may be revoked and/or confiscated by SANDAG, MTS, or NCTD personnel.

16.2 Compass Card users who have a transit product stored on their card must validate their card on each transit service that they ride, each and every time they use the service. Compass Card users must validate their cards via on-board validators on buses or station platform validators for rapid transit services such as Coaster, Trolley, Sprinter and BRT services.

Patrons who fail to validate their Compass Card in the manner describe above will be deemed to not be in possession of valid fare and subject to applicable fines and penalties.

16.3 Use of a Compass Card with a “stored value” is defined as use of any Compass Card for a debit transaction for transit service when transit cash has been placed on the card.

Compass Card users must present their card to the appropriate deduction device when entering fixed fare transit services (e.g. fixed route bus, Sprinter) and present their card to the appropriate validator device when entering and exiting zone-based transit services (Coaster, Trolley).

Patrons who fail to present their Compass Card while entering transit services in the manner describe above, will be deemed to not be in possession of valid fare and subject to applicable fines and penalties.

Patrons who fail to present their Compass Card while exiting zone-based transit services in the manner describe above, will be charged the highest rate for that service mode.

16.4 Users of the Compass Card must produce the Compass Card for inspection by authorized MTS, SANDAG, NCTD, security or law enforcement staff on demand.

16.5 The San Diego Compass Card is intended as a fare payment device on Metropolitan Transit System services and North County Transit District services and any non-authorized use of the card is strictly forbidden. Persons found to be using the Compass Card in a fraudulent manner may have their Compass Card confiscated, their account suspended, and any remaining cash value in the account may be eligible for a refunded following the procedure in Section 16.6.

16.6 Refunds of transit products on Compass Cards will not be provided.

Refunds of cash value remaining on voluntarily surrendered cards and confiscated cards will be considered on an individual basis for holders of registered Compass Cards only. Registered Compass Card holders seeking a refund must complete an application form available from the Transit Store or NCTD Customer Service, and follow the submission instructions on the application. SANDAG reserves the right to refuse any request for refund, or to
make a partial refund. SANDAG also reserves the right to deduct a processing fee of not more than 10% on any refund.

Refunds will be issued as a credit on the same card as the original purchase if made by credit card. Original payments made by cash, check or debit card will be refunded by check.

PASSED AND ADOPTED by the San Diego Associations of Governments, this _____ day of January 2006 by the following vote

AYES:

NOES:

ABSENT:

ABSTAIN:

STATE OF CALIFORNIA
COUNTY OF SAN DIEGO

I, Clerk of the Board of SANDAG, do hereby certify that the foregoing is a true copy of an Ordinance adopted by the SANDAG Board of Directors on ____________, 2005, at the time and by the vote stated above, which said Ordinance is on file in the office of SANDAG.

DATED: January _____, 2006

_________________________________________
Clerk of the Board
Exhibit 1

REVENUE SHARING AGREEMENTS
PROCEDURE DESCRIPTION

The base pass price of $60 is retained from all $60 and $64 passes sold. The $84 passes are not part of the formula except that 5 percent of the total revenue from the $84 passes is retained for the region and combined with the $60 base revenue. (The five-percent rate represents the transfer rate on the MTS Express routes that accept the $84 passes. MTS keeps all the remaining $84 pass revenue.) The base pass revenue is then allocated to each operator that accepts the $60 and $64 passes based on the revenue the operator’s percentage of regional pass boardings for all adult passes. Then, revenue for each $4.00 pass price increment from the $64 pass is allocated proportionally to those operators accepting that particular value ($64) pass.

PASS REVENUE ALLOCATION PROCEDURES

Step 1

1a. The total number of $60 and $64 adult passes sold * $60 + 5 percent of $84 Adult pass revenue = $60 pass base revenue.

1b. The total number of $60 and $64 pass riders on all routes operated by operator “x” / the total number of $60 and $64 pass riders on all routes operated by all operators = proportion of $60 pass base revenue allocated to operator “x.”

1c. 1a * 1b = $60 base pass revenue allocated to operator “x.”

Step 2

2a. The total number of $64 passes sold * 4 = $64 pass incremental revenue.

2b. The total number of $64 pass riders on all routes requiring $64 passes operated by operator “x” / the total number of $64 pass riders on all routes requiring $64 passes operated by all operators = proportion of $64 pass incremental revenue allocated to operator “x.”

2c. 2a * 2b = $64 incremental revenue allocated to operator “x.”

Step 3

3a. The total $84 pass revenue (minus the 5 percent included in the $60 pass base) is allocated to those MTS services that accept $84 passes.

Note:

Any interest accrued by SANDAG as a result of the holding of pass revenues before allocation to the transit operators shall be paid to the operators.
1. The total number of pass riders (by category) on all routes operated by operator “x,” divided by the total number of pass riders (by category) on all routes operated by all operators equals the proportion of pass revenue (by category) allocated to operator “x”.

2. Revenue distribution for Senior/Disabled and Youth passes will be capped at a level of $5.5 million TransNet funding annually (effective through June 30, 2008).

Note:
Any interest accrued by SANDAG as a result of the holding of pass revenues before allocation to the transit operators shall be paid to the operators.
TICKET REVENUE ALLOCATION FORMULA

All revenue from ticket sales is allocated in the method described below, regardless of the relationship between ticket sales and use.

1. Each operator’s monthly percent share of revenue from sales of and Special Events Scratch-off Tickets (conventions, etc.) is determined by the percentage of Day Trippers reported as collected by each operator.

2. All of the revenue (100%) Tourism Industry Hotel Ticket is allocated to San Diego Trolley Inc.

3. All of the revenue (100%) for the $2.50 Northbound Trolley Ticket (sold only at San Ysidro/Tijuana Trolley Station) is allocated to San Diego Trolley, Inc. (SDTI).

4. Each operators’ percentage share of San Diego County Juror Ticket revenue is calculated annually based on the previous year’s rates of redemption, as reported by operators. Revenues are allocated and dispersed quarterly. SANDAG Pass Sales Manager retains one percent of the quarterly sales revenue for administrative costs.

Note:
Any interest accrued by SANDAG as a result of the holding of ticket sales revenues before allocation to the transit operators shall be paid to the operators.
REGIONAL TOKEN PROGRAM

1. PROGRAM ADMINISTRATION

1.1 SANDAG is responsible for the design and minting of regional transit tokens. Token collection (from operators), counting, and distribution to sales outlets is the responsibility of SANDAG.

1.2 Tokens are sold only at The Transit Store, and in packets of twenty tokens for $41.80 or packets of forty tokens for $83.60 as well as individual tokens for $2.25.

1.3 One type of tokens is currently in circulation and accepted as valid fare media. This is:


1.4 Tokens are accepted as valid fare payment on MTS and North County Transit District (NCTD).

1.5 Tokens shall be treated as a cash fare, and passengers relinquishing a token for fare payment on an MTS or NCTD bus shall be entitled to receive a free transfer. A token inserted into a ticket vending machine shall be replaced with a printed ticket of a $2.25 value (or higher, if upgraded). Tokens are not accepted as valid fare media in the COASTER ticket vending machines.

2. TOKEN REVENUE ALLOCATION

2.1 The monthly token boardings for all participating operators will be calculated by the actual tokens received.

2.2 All tokens received will be reported to SANDAG monthly.

2.3 All token sales revenue will be remitted to SANDAG.

2.4 Operators shall sort tokens from other currency and deliver in a sealed envelope to SANDAG on a monthly basis for reimbursement. The envelope should be marked on the outside with the operator name and the number of tokens enclosed. SANDAG will reimburse the operator $2.04 for each token submitted. SANDAG will reimburse operators following submittal of tokens in the monthly distribution report.

Note:

Any interest accrued by SANDAG as a result of the holding of token sales revenues before allocation to the transit operators shall be paid to the operators.
TRANSNET PASS SUBSIDY ALLOCATION PROCEDURE

OBJECTIVE

To allocate TransNet pass subsidies in a manner that ensures that each operator receives pass revenue (sales and subsidies) in an amount equal to pass sales revenue received prior to TransNet. For MTS area operators, the TransNet subsidy allocation will be capped at $5.5 million annually (though 2008).

STEPS

1. Determine individual operator percent of countywide boardings (from operator counts).

2. Allocate pass sales revenue based on Step 1.

3. Total MTS area operator percent share to determine MTS area share of countywide boardings (NCTD share = remaining).

4. Determine pass sales attributable to MTS/NCTD boardings.
   - MTS % x number of countywide passes sold.
   - NCTD % x number of countywide passes sold.

5. Multiply MTS passes sold x $15.00 (Senior/Disabled)¹ or $30.00 (Youth)² subsidy/pass = MTS area TransNet subsidy pool.

   NCTD completes its own TransNet calculation (NCTD TransNet subsidy pool = NCTD passes x $ determined by NCTD).

6. Recalculate individual operator percent share of boardings for MTS area only.

7. Apply operator shares to MTS TransNet subsidy pool = individual operator TransNet subsidy.

8. Steps 2 + 6 = total operator pass revenue.

¹ Base price for senior/disabled is 25 percent of $60 pass. Therefore, TransNet subsidy/pass is $45.00 - $15.00 pass revenue = $45.00 subsidy/pass.

² Base price for youth is 50 percent of $60 pass. Therefore, TransNet subsidy/pass is $60 - $30.00 pass revenue = $30.00 subsidy/pass.
COASTER REVENUE SHARING AGREEMENT

Five percent of net Coaster Revenue, including single tickets, round trip tickets, ten trip tickets and monthly passes shall be allocated by North County Transit District to MTS.

NCTD shall advise SANDAG of the total Coaster net revenue and pay five percent to SANDAG. Direct payments to participating agencies (i.e. Trolley for special event coordination) shall be deducted from the 5% net revenue submitted to Sandag. Based on the data provided by NCTD, SANDAG shall forward the five percent share to MTS once each year in the year end distribution (June).

MTS shall have the responsibility for allocating the revenue to the transit operators within the MTS organization. SANDAG will direct the funds based on the MTS allocation. SANDAG will conduct a survey every three years of Coaster transfers patterns. MTS may elect to use the survey of transfer patterns to determine how the Coaster revenue is allocated among operators.

Note:
Any interest accrued by SANDAG as a result of the holding of Coaster revenues before allocation to the transit operators shall be paid to the operators.
North County Transit District
COASTER

COASTER monthly passes are good for unlimited trips within the zones designated and honored on all public transit services in San Diego County except Paratransit services. Monthly COASTER passes may be purchased at COASTER station ticket vending machines, NCTD and the Transit Store sell COASTER passes for the next month starting on the 20th of each month. For the COASTER-Plus Pass and 10-Trip Tickets by Mail Program or Corporate Sales call NCTD at (760) 966-6350. Youth, Seniors, and Persons with Disabilities are eligible for discounted monthly passes; proof of age or disability is required.

Zone-to-Zone Ticket and Pass Prices

<table>
<thead>
<tr>
<th>Zone</th>
<th>Oceanside Transit Center</th>
<th>Carlsbad Village</th>
<th>Carlsbad Poinsettia</th>
<th>Encinitas</th>
<th>Solana Beach</th>
<th>Sorrento Valley</th>
<th>Old Town Transit Center</th>
<th>San Diego (Santa Fe Depot)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone 1</td>
<td>$13.75</td>
<td>$13.85</td>
<td>$13.75</td>
<td>$12.50</td>
<td>$11.00</td>
<td>$11.75</td>
<td>$15.50</td>
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<tr>
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<td>$13.50</td>
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<td>$19.00</td>
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</tr>
<tr>
<td>Zone 4</td>
<td>$13.30</td>
<td>$13.30</td>
<td>$13.30</td>
<td>$11.50</td>
<td>$10.00</td>
<td>$10.75</td>
<td>$15.50</td>
<td>$19.00</td>
</tr>
</tbody>
</table>

COASTER Fares

Type of Trip | Price
--- | ---
One Day Trip | $5.00
Two Day Trip | $9.00
Three Day Trip | $12.00
Four Day Trip | $15.00

Bus Farebox Procedures (Electronic)

- When boarding and before depositing money into the farebox, always tell the driver if you want a transfer; if you’re paying a discount fare; or, if you are paying for additional riders.
- Coins and tokens go into the coin slot and bills into the bill slot.
- A magnetic transfer expires two hours from the time issued.
- Dip magnetic transfer into the transfer slot and the farebox will indicate if it’s valid and return it to you. If you board a bus with an older model farebox, show the magnetic transfer to the driver who will determine if it is valid.
- If you have a pass, paper transfer or Trolley ticket, show it to the driver.
- When transferring to a route that has a higher fare, you cannot pay your full (higher) fare on the first bus. Pay the regular fare on the first route and get your transfer. On the second route, put your transfer into the farebox and pay the upgrade fare.

Bus Farebox Procedures (Standard)

Ask the driver for a transfer when boarding your first bus. The transfer is valid for up to 90 minutes after the scheduled arrival at the end of the route. Transfers are good for all bus routes, including return trips. Show your transfer to the driver of the next bus. On the Trolley, the driver must be valid for the entire trip and show the transfer to a fare inspector if requested.

Regional Day Trippers

Purchase up to four consecutive days of unlimited travel on all MTS/Trolley Routes, most MTS buses and all BREEZE buses with one pass, at one low price. One-day passes purchased from a Trolley ticket machine expire at the end of the Operating Day they were purchased on. Multi-Day passes expire at the end of the Operating Day of the last day valid.

COASTER Tickets

COASTER ticket machines dispense single trip, one-trip Transfer from Transit, Two-Trip, and Ten-Trip tickets. COASTER tickets are good for 90 days from date of purchase. All tickets must be validated (in the orange validator machine) before boarding (tickets expire two hours after validation). Passengers without validated tickets are subject to citation and/or fine.

Transferring between the COASTER, BREEZE, and FAST

You may use a COASTER ticket for one ride on the BREEZE or FAST and transfer from the COASTER. Simply show your COASTER ticket to the BREEZE or FAST operator as you board.

Transferring from the COASTER to the Trolley or Bus

There are no free transfers to the COASTER from any Bus or Trolley. Passengers with a monthly pass, Day Pass, Trolley ticket, or MTS transfer receive a station discount off the one-way zone fare. To purchase a ticket with this discount, press the “transfer from transit” button on the ticket machine. Program includes riders on Amtrak Thruway buses between Oceanside and San Diego on space available basis.
**MTS Trolley Cash Fares**

**Bus Routes**

**Price**

Shuttle Routes

$1.00


Local Routes

$1.75

6, 9, 13, 14, 18, 26, 35, 601, 602, 603, 701, 712, 703, 704, 705, 707, 709, 711, 712, 813, 832, 833, 834, 845, 852, 853, 855, 856, 858, 864, 876, 912, 922, 923, 927, 932, 933, 934, 935, 961, 962, 963, 964, 965, 966.

Urban Routes

$2.25

905, 908, 921, 929, 932, 992.

Express Routes

$2.50

20, 30, 40, 50, 70, 150, 210, 830, 960, 980, 990.

Commuter Express Routes

$4.00

810, 820, 850, 890, 970.

Rural Routes

$1.00 - $3.50

867, 888, 889, 891, 892, 893, 894.

Senior/Disabled

$0.00

for regional route bus services.

MTS Special Stadium Bus Services

$5.00

One-Way

Round-Trip

$8.00

**MTS Trolley Cash Fares**

**Travel to**

Valid: 2 hours

2x One-Way fare

1 Station

$1.50

2 Stations

$1.75

3 Stations

$2.00

4-10 Stations

$2.25

11-19 Stations

$2.50

20+ Stations

$2.75

Downtown Zone

$1.25

Senior/Disabled

$1.00

**Tickets are only valid on MTS Bus or COASTER within a two-hour time limit from the time of purchase.**

**Transferring from a Trolley**

Your Trolley one-way or round-trip ticket may be used as a transfer to an MTS or BREEZE Bus, or other Trolley service. Single-Trolley tickets may not be used for return travel on the same trolley route, but may be used to continue on a one-way trip away from the station where the ticket was purchased. One-Way Trolley tickets are valid for two hours from time of purchase. Round-trip tickets are valid for two hours for travel away from the station of purchase, and the return to the station is allowed any time during the same operating day. Round-trip tickets are good for transfers on MTS Bus service only within two hours from the time of purchase.

**Transferring from NCTD BREEZE Buses**

See NCTD BREEZE Bus Cash and Pass Fares section for information on transfer rules.

**MTS Bus and Trolley Universal Tokens**

Universal tokens are valid for a $2.25 trip and are accepted on all MTS and NCTD BREEZE Bus fares and at select Trolley fare machines. To purchase a one-way $2.25 Trolley ticket using a token, first press the “pay with token” button. Then deposit the token. For higher-priced Trolley tickets, purchase an upgrade ticket using cash (not a token). For higher-priced bus tickets, deposit the difference in cash in the farebox. Tokens are sold individually and in packages of 20 and 40 at The Trolley Store.

**Individual Token**

20 Tokens $41.50

40 Tokens $83.60

**MTS Access Ticket and ADA Suburban Coupon Books**

MTS ticket and coupon books are sold online at the eStore, The Transit Store, and Pass-by-Mail program. MTS Access offers a $45.00 10-pack ticket book. Tickets valid only on MTS Access and discounted Regional or COASTER passes. ADA Suburban Paratransit offers a $40.00 coupon book (in denominations of $50 and $5.50). Coupons are valid only on MTS Access Paratransit and are not accepted on any other Paratransit or regular service.

**NCTD Lift 10 Trip Books**

LIFT Tickets can be purchased in $35.00 booklets ($35.50 value per ticket for one trip each) by calling Customer Service at 760-966-6740, through the mail with ticket by mail envelope, or in person via credit card, check or cash at the General Administration Office, 810 Mission Avenue, Oceanside, during business hours (Monday - Friday between 8 a.m. and 5 p.m.). Tickets are only valid on NCTD LIFT Services.

**Discount Passes**

Regional Bus, Trolley, and COASTER discounted Senior/Disabled and Youth passes are made possible by SANDAG. Riders must show proof of eligibility.

**Proof of Eligibility and ID Cards**

Proper proof of eligibility includes an MTS photo ID card, a Medicare card, or other proof of age or disability such as a current driver’s license, Department of Motor Vehicles (DMV) Senior/Disabled ID, or a valid ID, from any San Diego County transit agency.

Transit identification cards for senior, disabled, and youth riders are eligible to travel on MTS and COASTER, Monday through Friday 9:00 a.m. – 4:30 p.m. Cost for ID Card is $6.00 ($4.00 for a replacement card). NCTD reduced fare cards are available from NCTD Customer Service, 810 Mission Avenue, Oceanside, CA, Monday through Friday, 8:00 a.m. – 4:30 p.m.

**Senior/Disabled for Persons with Disabilities**

Riders with proof that they are 60 years of age or are disabled are eligible to use the reduced Senior/Disabled cash fare or discounted Regional or COASTER monthly pass.

**Youth**

Youth, 6-18, are eligible to purchase the reduced price monthly Regional or COASTER pass.

**Where to Buy Your Pass, Ticket and Tokens**

MTS passes and tokens can be purchased online at www.sdcommute.com and go to the eStore, The Transit Store, and Pass-by-Mail program.

**The Transit Store**

Sells most types of passes, ticket books, and tokens.

All San Diego County Ralphs, Vons, Longs Drug stores, select Food 4 Less, and other locations offer regional monthly passes. For the pass sales outlet nearest you, call the Regional Transit Telephone Information at 1-800-COMMUTE (206-6883) or visit www.sdcommute.com.

**Pass-By-Mail Program**

For the Regional Bus and Trolley Pass, send your check or money order payable to SANDAG to:

**SANDAG Pass Sales**

401 B Street, Suite 800, San Diego, CA 92101

For COASTER monthly pass, send your check or money order payable to NCTD to:

**COASTER Pass**

810 Mission Avenue, Oceanside, CA 92054

For Pass-by-Mail envelopes, stop by The Transit Store or send a request to the appropriate address above.

**Rider Promotions**

**Thanks Rides for the Holidays**

For New Year’s, Memorial, Independence, Labor, Thanksgiving, and Christmas Day holidays your friend or family member can ride free (with fare-paying adult). On the New Year’s, Memorial, Labor, Thanksgiving and Christmas Day holidays your friend or family member can ride free (with fare-paying adult). For details see the COASTER section or visit: www.goconnect.com or www.amtrakcalifornia.com

**Bicycles**

No extra charge for transporting bikes on Buses, Trolleys, or COASTER. For bike storage locker availability at Trolley and COASTER stations, call RideLink at 1-800-COMMUTE, (266-6883), option 3.

Bikes on MTS and BREEZE Buses

Bikes have front-loading bike racks with space for two bikes.

Bikes on the Trolley

One bike is allowed on the train during weekday rush hours; two bikes per car at all other times.

Bikes on COASTER

Four designated bike spaces are available on the lower level of each train car. Enter the train car door marked with the bicycle emblem.

The Fare Facts are produced by SANDAG, the regional transportation and planning agency for San Diego County. NCTD Regional Transit Plan (RTP) is a planning document prepared by SANDAG under the Regional Transportation Plan (RTP) to implement a long-range vision for rail, bus, highway, major street, bicycle travel, walking, and goods movement. SANDAG allocates millions of dollars in local, state, and federal funds each year to improve and operate the region’s transportation network. SANDAG also manages the allocation of funds for projects supported by your local half-cent transportation sales tax, TransNet. For information on the regional transportation system and TransNet projects visit www.sandag.org.

Visit www.sandag.org for more information.

For details see the SANDAG section or visit www.sandiegoconnection.com.
INTRODUCTION

Caltrans and SANDAG are jointly implementing the Interstate 15 (I-15) TransNet Early Action Program authorized by the SANDAG Board of Directors in January 2005. This Managed Lanes project also will support implementation of the region’s first bus rapid transit (BRT) service. Through the Corridor Manager, Caltrans will provide cooperative management and implementation of the Early Action Program. Caltrans is currently in the process of selecting Corridor Managers for the Early Action projects. Meanwhile, construction of the Managed Lanes, direct access ramps, and park-and-ride/station facilities is progressing rapidly on the Middle Segment between State Route (SR) 56 and Centre City Parkway in Escondido. SANDAG and Caltrans will make a presentation to the Transportation Committee on the construction progress on this TransNet Early Action project at the meeting.

Discussion

This report provides a brief overview of the I-15 Managed Lanes Early Action Project. The presentation that will accompany this report will provide a more comprehensive examination of the project’s Middle Segment construction status.

Interstate 15 Managed Lanes

The 35-mile long I-15 Managed Lanes/Bus Rapid Transit (ML/BRT) corridor extends from downtown San Diego in the south to State Route (SR) 78 in the north. The southern 15-mile section between downtown San Diego and SR 163 is in the preliminary planning phase, and implementation will follow the section north of SR 163. The 20-mile section between SR 163 and SR 78 is a Managed Lanes project that includes the construction of four lanes between the northbound and southbound traffic lanes. It also includes a movable barrier between SR 163 and Via Rancho Parkway that will make it possible to provide the maximum number of traffic lanes in the direction of highest traffic volumes. The managed lanes will be constructed in three segments commonly known as the North Segment, Middle Segment, and South Segment. The BRT service will operate the entire length of the corridor.

• North Segment - The North Segment from Centre City Parkway in Escondido to SR 78 is a five-mile-long section of the corridor and is currently in design with construction scheduled to begin in 2008. All segments of the managed lanes construction will use the Design Sequencing method of contract administration. The North Segment of the managed lanes will take approximately three years to construct and completion is expected in 2011. The cost to complete this work is currently estimated at $189 million in 2005 dollars. Construction of this segment will include the direct access ramps at Hale Avenue to serve the Escondido Transit Station.
• **Middle Segment** - The Middle Segment, currently under construction, extends from SR 56 to Centre City Parkway in Escondido and is eight miles in length. Significant construction progress has been made in this segment. Bridge reconstruction is well underway at SR 56 and Ted Williams Parkway, Carmel Mountain Road, Camino Del Norte, Bernardo Center Drive, Rancho Bernardo Road, Duenda Road, Green Valley, and Lake Hodges. A private slope stabilization project is nearly complete at the Rancho Bernardo station site.

- A major challenge for this project has been the construction of the bridge over Lake Hodges. This segment had been scheduled to be completed by the end of 2007 but is experiencing a delay associated with bridge construction over Lake Hodges. Prior to last winter’s near record rainfall, it was anticipated that the bridge would be constructed in a dry condition, but it now requires special construction methods to complete the bridges with the water present. Construction methods and resulting schedule changes are being negotiated with the contractor with the focus to deliver the middle segment by 2008.

- The Middle Segment will cost $448 million in 2005 dollars and includes the three park-and-ride/transit stations at Del Lago, Rancho Bernardo, and Sabre Springs and a direct access ramp for each station.

- SANDAG staff has recently taken advantage of an opportunity to save up to $1,000,000 on the purchase of the movable barrier for the middle segment. The savings is a result of accepting the manufacturer’s offer of a 5 percent price reduction for purchasing the movable barrier early. This early purchase also will hedge against escalation of materials costs for the barrier.

• **South Segment** - The eight-mile long south segment from SR 163 to SR 56 also will begin construction in 2008, but with the additional length and added complexity of the existing managed lanes this segment will be completed 2012. Costs to construct the south segment of the freeway are estimated at $402 million in 2005 dollars and include the Mira Mesa transit station and a direct access ramp between Carroll Canyon Road and Mira Mesa Boulevard to provide access to the station as well as the community.

• **FasTrak™** - Each of these three phases of managed lanes will have Value Pricing elements incorporated into them so that the FasTrak system is fully functional on opening day of each segment. A consultant team is developing the systems design, which includes a federally funded study of automated violation enforcement systems. Results of that study will be presented at a future Transportation Committee meeting. The cost for value pricing for the entire managed lanes corridor is $19.8 million in 2005 dollars.

This report constitutes the first of regular reports on the status of the I-15 ML/BRT project to the Transportation Committee. We expect to return to the Transportation Committee in April 2006 with the next update.

JACK BODA
Director of Mobility Management and Project Implementation

Key Staff Contact: Dean Hiatt, (619) 699-6978, dhi@sandag.org
MEMORANDUM

To: State Legislators

From: Paul Jablonski, Chief Executive Officer, San Diego Metropolitan Transit System (MTS)

Date: January, 2006

Subject: Transit Needs in the Infrastructure Bond Proposals

While state leaders are focusing their efforts on providing significant funding for state infrastructure needs, currently pending legislation does not appear to provide for critical transit system needs. Without an increased financial commitment from the state, transit agencies will be unable to maintain the systems built over the past several decades, let alone expand transit.

Background
Many systems throughout the state that operate buses or local light rail services are aging and experiencing additional and unnecessary operating costs as a result. In spite of the potential funding that current state law should provide to operators, transit-specific funding sources (including Proposition 42-derived Public Transportation Account (PTA) and the "Spillover" funds due to the PTA) have been redirected to other state programs in recent budget cycles. This has resulted in reductions in operating assistance and deferral of transit capital investments. The state's transit systems face critical system failures if maintenance continues to be deferred. In addition, the ability of transit to capture new riders and help reduce congestion is threatened by the lack of investment in transit enhancement and expansion.

San Diego MTS is particularly vulnerable to system failure due to the age of the system. 30 percent of the trolley system is now 25 years old. Paratransit vehicles that should be replaced every 5 years are now 8 years old. Pavement deterioration, track failures, facility roof collapses, drainage failures, catenary wire collapse or traction power substation fires are some of the potential dangers of continued underfunding. In addition to current sources of funding, MTS has estimated that its system will need $551 million over the next 10 years and $1.1 billion over the next 30 years simply to maintain the system we have today.

Specific Recommendations
As the leadership strives to assemble a transportation funding plan, MTS recommends that funding for rehabilitation and upgrade of rail and bus systems be included in your program. More specifically, we recommend that the legislature:

- Develop a source of funding for projects or programs to purchase and rehabilitate LRT vehicles. MTS estimates that our immediate need is $132 million;
- Develop a funding source for bus replacement. MTS estimates our near term need to replace aging buses with new, CNG-powered vehicles is $50 million;
- Develop a source of funding specifically geared toward rehabilitation of aging rail lines.
- Develop a funding source to ensure that transit systems are safer and more secure.
Fiscal Year 2007

Federal Appropriations Proposals

Criteria

- Criteria Approved December 2005
- Must be in Regional Transportation Plan
  - In Construction-Need More $$$
  - “Ready to Go”
  - Significant Local $$$
  - Environmentally Cleared
  - Safety and Security
  - Protection of Region’s Investment
Projects Submitted

- City of Del Mar
- City of San Diego
- County of San Diego

Criteria For Project Selection

- Environmental Clearance
- Meeting criteria
  - “Ready to Go”
  - Local funding identified
New Road Projects

- Clairemont Mesa Blvd. / SR 163
- Bird Rock Traffic Improvements
- Rose Creek Bikeway Bridge
- The University Avenue Mobility Plan
- SR 905 Heritage Interchange Improvements
- I-805 La Jolla Village Drive Interchange Improvements

New Transit Projects

- Regional bus replacement vehicles
- Command and Control Infrastructure Systems
Next Steps

- SANDAG approval – Jan 27, 2006
- Staff to staff trip in DC early February
- Submittal of funding requests
- Development of Joint Legislative Program (MTS, NCTD and SANDAG)
- American Public Transportation Association (APTA) Legislative Conference March 5-7, 2006

Fiscal Year 2007

Federal Appropriations Proposals
Introduction

- SANDAG is responsible for regional fare policy and fare setting
Why a Comprehensive Ordinance?

- Improves coordination & delivery of transit service to existing & potential customers
- Provides starting point for addressing regional fare issues
- Prepares for implementation of Compass Card in 2006
- Required by SANDAG Policy 29

The Ordinance

- Ordinance deals with mechanics of fare collection
  - Fare levels
  - Media types
  - Acceptance & inter-agency transfers
  - Sales and reconciliation process
  - Enforcement and penalties
  - Uniformity
  - Revenue sharing
Ordinance Content

- Proposed ordinance consolidates existing ordinances
- No changes to fares, transfer privileges or administration
- Revenue sharing arrangements unchanged
- Adds provisions for Compass Card (Smart Card)

Fare Issues

- More than 200 possible different fares:
  - Flat fares
  - Fares by distance
  - Zone fares
  - Local fares
  - Express fares
  - Commuter Express fares
  - Shuttle fares
  - Employer Fares
  - Cash fares
  - Senior/Disabled and Youth Discounts
  - Upgrades
  - MTS day passes and transfers
  - NCTD day passes and no transfers
  - Monthly passes, semester passes, hotel passes, etc
  - Transfers with OCTA, Greyhound, Amtrak, Metrolink
History

- SANDAG Policy 29: Regional Fare Policy and Comprehensive Fare Ordinance adopted in October 2004
- Inter-agency working group prepared initial draft Ordinance
- MTS & NCTD have reviewed final version

The Future

- SANDAG to conduct fare study in 2006
- Objectives will be to:
  - simplify structure
  - plan for new Compass Card options
  - improve equity
Collateral Activities

- SANDAG retains:
  - Responsibility for Fare Facts;
  - Pass sales administration;
  - Pass by mail program; and
  - Pass reconciliation and administration of revenue sharing; and
  - Inter-agency working group coordination

Timing

- Public Hearing and First Reading at Board of Directors in Feb 2006
- Second reading in March 2006
- Initial Roll Out of Compass Card by June 2006
- Fare study to begin by Summer 2006
Comprehensive Fare Ordinance

Transportation Committee
January 20, 2006
I-15 Corridor

Escondido to Downtown San Diego

- 20 miles of managed lanes between SR 78 and SR 163
- 15 miles of BRT – between SR163 and Downtown SD
- 35 mile long corridor
- BRT/Park-n-ride stations spaced 4-5 miles (avg.)
What is a Managed Lane?

Managed Lanes/ BRT Project

- Middle Segment Stations/ Direct Access Ramps
- North and South Segments Stations/ Direct Access Ramps

I-15 Corridor

- North Segment 2011 Est. Completion
- Middle Segment 2007/8 Est. Completion
- South Segment 2012 Est. Completion
**Middle Segment**
**Managed Lanes/BRT**

**Cost**
- $448 M

**Major Challenges**
- Lake Hodges
- Escalation of material prices
- Sources of materials
- 20% of contract still to bid

**Opportunities**
- Purchase of movable barrier
- Developer contributions $5-15 M
- Pomerado bridge reconstruction

- **12/07:** Open 1 additional NB and SB lane between SR 56 and Via Rancho Pkwy.
  Open managed lanes between Rancho Bernardo Rd. and SR 56

- **12/08:** Open remaining managed lanes between Centre City Pkwy. and RB Road
Auxiliary lanes between Mercy Rd. / Scripps Poway Pkwy. and Rancho Peñasquitos / Poway Road

Peñasquitos Creek Bridge
End of Existing Reversible Lanes

Sabre Springs/Peñasquitos Station & Direct Access Ramp
Carmel Mtn. Rd. Overcrossing

Managed Lanes Through Carmel Mountain Ranch
Managed Lanes North of Camino del Norte

Managed Lanes Adjacent to the Rancho Bernardo Station
Rancho Bernardo Station

Duenda Road Overcrossing
Managed Lanes North of Duenda Road

Green Valley Creek Bridge
Managed Lanes North of Green Valley Bridge

Lake Hodges Bridge December 2004
North Segment
Managed Lanes/BRT

Cost
- $189 M

Major Challenges
- Railroad clearance issues
- Environmental re-evaluation
- Escalation of material prices
- Sources of materials

Opportunities
- Barrier transfer machine to Del Lago
- Widening one side of freeway
- Early geo-technical investigations
- Use of consultants
- AGC constructability reviews

Lane Configuration

Fixed Barriers

Painted Buffer

Painted Buffer
North Segment
Managed Lanes/BRT

- **2005-2009:** Prepare design and acquire right of way
- **2008:** Begin construction using design sequencing
- **2011:** Open ML between Centre City Pkwy. and SR 78

Cost
- $407 M

Major Challenges
- Coordination with MCAS Miramar
- Environmental re-evaluation
- ED for Hillery DAR

Opportunities
- Geo-technical investigations
- Revise footprints
- Carroll Canyon QC staging
- Innovative bridge reconstruction at Miramar/Pomerado Road
- Use of consultants
- AGC constructability reviews
South Segment
Managed Lanes/BRT

- **2005:** Additional lane opened in Mira Mesa
- **2005-2010:** Prepare design and acquire right of way
- **2008:** Begin construction using design sequencing
- **2012:** Open managed lanes between SR 163 and SR 56

SR 163 to Downtown Segment
BRT/HOV

- Caltrans to prepare corridor study between SR 163 and SR 94
- SANDAG to prepare feasibility study for stations at Kearny Mesa (Balboa) and Mission Valley (BRT-to-LRT)
- SANDAG to prepare conceptual designs for Mid-City (El Cajon & University) and Downtown stations
SR 163 to Downtown Segment BRT/HOV

Cost
- $58 M (based upon conceptual design)

Major Challenges
- Compatibility/restraints between BRT and HOV
- Corridor and feasibility studies not completed
- Environmental clearances

Opportunities
- City of SD to install utilities for BRT station at El Cajon Blvd.

Mid-City BRT Station at El Cajon Blvd.