TRANSPORTATION COMMITTEE AGENDA

Friday, December 14, 2007
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• SPRINTER PROJECT STATUS REPORT
• UPDATE OF THE TransNet PLAN OF FINANCE AND BOND ISSUANCE

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

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<th>ITEM #</th>
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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 4)**

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<tr>
<td>FY 2007 TRANSPORTATION DEVELOPMENT ACT AUDIT STATUS (Lisa Kondrat-Dauphin)</td>
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<td>TRIBAL TRANSIT FEASIBILITY DRAFT REPORT (Jane Clough-Riquelme)</td>
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SANDAG received a transit planning grant from Caltrans to conduct a feasibility study for implementing transit service in one or two key transportation corridors between selected tribal reservations and cities and/or urbanized community planning areas in the unincorporated area of San Diego County. SANDAG and the Reservation Transportation Authority (RTA) partnered to examine traditional public transit services, as well as the potential for nontraditional services that could be funded by private sources and/or public-private partnerships and be integrated in services coordinated by the Coordinated Public Transportation and Human Services Transportation Plan (Coordinated Plan). The Interagency Technical Working Group on Tribal Transportation Issues served as the project advisory group. On November 30, 2007, the Borders Committee recommended that the SANDAG Board of Directors accept this report. The report will be presented to the Transportation Committee for information.

**CHAIR’S REPORT (5)**

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<td>STATE ROUTE 905 STATUS UPDATE (Chairman Madaffer, Pedro Orso-Delgado, Caltrans)</td>
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Chairman Madaffer and Pedro Orso-Delgado will provide the monthly update of what was discussed by the State Route 905 strike team.
+6. SPRINTERT PROJECT STATUS REPORT AND SANDAG INDEPENDENT ASSESSMENT (Jim Linthicum, SANDAG)

This item provides a monthly status report on the SPRINTERT rail project, including discussion of implementation and effectiveness of project cost control measures. SANDAG staff will summarize recent progress on the project.

+7. TransNet PLAN OF FINANCE AND BOND ISSUANCE (Charles “Muggs” Stoll)

A bond issuance of $600 million is being prepared for April 2008 to coincide with the commencement of sales tax collection under the TransNet extension. As part of this process, the TransNet Plan of Finance has been updated and is being presented to the Transportation Committee.

+8. FUNDING RECOMMENDATION FOR FY 2007 JOB ACCESS/REVERSE COMMUTE AND NEW FREEDOM PROJECTS (Dan Levy)

The Transportation Committee is asked to recommend to the Board of Directors that the list of Job Access & Reverse Commute and New Freedom projects be approved for funding.

+9. SAN DIEGO SMART PARKING PILOT PROJECT (Alex Estrella)

SANDAG, Caltrans, and North County Transit District are working on a joint pilot project in coordination with University of California, Berkeley, Partners for Advance Transit and Highways to assess the application of smart parking technology to collect parking management data, provide real-time parking information, and examine innovative parking pricing methods. The Smart Parking Pilot Project would be funded through state and federal grants. The Transportation Committee is asked to recommend that the SANDAG Board of Directors approve amending the FY 2008 Overall Work Program Budget to add OWP Element 6000800 for completion of the Smart Parking Pilot project.

+10. MID-CITY INTERSTATE 15 BUS RAPID TRANSIT STATIONS STATUS REPORT (Barrow Emerson)

Following on from an information item to the Transportation Committee on October 5, 2007, staff is commencing a design charrette process with the Mid-City community to develop alternatives for future Bus Rapid Transit stations along Interstate 15 at El Cajon Boulevard and University Avenue. This report will include discussion of the ad hoc working group membership and charter, project schedule, and scope.

+11. 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NO. 9.1 (Sookyung Kim)

APPROVE
SANDAG Board approved the 2006 RTIP, a multibillion dollar transportation program for the San Diego region, on August 2006. SANDAG processes amendments on a quarterly basis and more frequently as circumstances warrant. The 2006 RTIP allows for two different types of amendments – administrative and formal. Formal amendments require, among other things, a 30-day public review, and fiscal constraint analysis. Administrative amendments are for changes that are minor in nature, such as project changes of less than 20 percent or $2 million, and requires state approval only (no federal approval is needed). Amendment No. 9.1 qualifies as an administrative amendment. At the request of Caltrans, two projects are proposed for minor changes. The Transportation Committee is asked to approve Amendment No. 9.1 to the 2006 RTIP.

+12. TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENT: COUNTY OF SAN DIEGO (Lisa Kondrat-Dauphin)

The Transportation Committee is asked to approve Resolution No. 2008-05, approving revisions to TDA Article 3.0 claims for various County of San Diego completed bicycle and pedestrian projects.

+13. STATUS OF TransNet MAINTENANCE OF EFFORT (MOE) AUDITS (Charles “Muggs” Stoll/Renée Wasmund)

The TransNet Extension Ordinance requires the setting of new MOE levels. The process is nearly complete and a few issues have been raised for which Transportation Committee guidance is sought. It is anticipated that the resolution of these issues will be documented in an amendment to Board Policy No. 031, TransNet Ordinance and Expenditure Plan Rules.

+14. 2008 STATE TRANSPORTATION IMPROVEMENT PROGRAM (José A. Nuncio)

The California Transportation Commission adopted the 2008 Fund Estimate that will guide the development of the 2008 STIP. Staff will present the implications of the 2008 Fund Estimate and the 2008 STIP on regional funding programs. The process to develop the 2008 STIP will also be presented.

15. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, January 4, 2008, at 9 a.m.

The planned meeting of the Transportation Committee on January 4, 2008, is proposed to be cancelled due to the holidays. It is expected that the next regularly scheduled meeting of the Transportation Committee will be on Friday, January 18, 2008, at 9 a.m.

16. ADJOURNMENT

+ next to an agenda item indicates an attachment
TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS
MEETING OF NOVEMBER 16, 2007

The meeting of the Transportation Committee was called to order by Vice Chair Jack Dale (East County) at 8:04 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

   Action: Upon a motion by Deputy Mayor Jerry Rindone (South County) and a second by Chairman Ed Gallo (North County Transit District [NCTD]), the Transportation Committee approved the minutes from the October 19, 2007, meeting. Deputy Mayor Rindone abstained from voting due to his absence from the meeting of October 19, 2007.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

   There were no public comments.

REPORTS

3. UPDATE ON AIRPORT AND GROUND ACCESS PLANNING ISSUES (INFORMATION)

   Linda Culp, Senior Regional Planner, presented this item. At the June 15, 2007, meeting, the Transportation Committee discussed a number of airport planning issues. The Committee recommended that SANDAG and the San Diego County Airport Authority (the Authority) work together to undertake a comprehensive regional air-rail network study to address the region’s long-term aviation needs and develop a long-term master plan for the efficient utilization of the San Diego International Airport (SDIA). These plans would address: (1) site planning and possible expansion of SDIA; (2) ways to utilize other airports in the San Diego region and Southern California; and (3) include consideration of rail facilities to both improve airport access and alleviate short-haul aviation demands.

   SANDAG and the Authority have been working together to prepare work programs for the air-rail network study and the long-term SDIA master plan and to ensure that the work complies with the airport planning requirements of Senate Bill 10 (SB 10). The main provisions of SB 10 include the development of a Regional Aviation Strategic Plan (RASP) and an Airport Multimodal Accessibility Plan (AMAP). Both SANDAG and the Authority will work closely together to prepare work programs for the air-rail study and the long-term SDIA master plan. SANDAG staff has initiated work on the air-rail network study by contracting with a consultant to assist with developing a scope of work, cost estimate, and potential study funding sources. This scoping effort will be completed this year. The air-rail
network study will address connections between the region’s airports and airports in surrounding regions and evaluate the potential for existing and future passenger rail service to alleviate short-haul travel demand, including an evaluation of the California High-Speed Rail Authority’s plan for a statewide high-speed rail system. Ms. Culp briefed the committee on the successful multi-modal project, utilizing rail for short-haul operations in Frankfurt, Germany. By increasing rail short-haul operations, airlines have been able to increase their long-haul and international flights. In our region, 43 percent of total operations from SDIA are short-haul operations to San Francisco, Las Vegas, Phoenix, and Los Angeles. The plan will consider expanded use of the region’s general aviation airports and improved connections to airports in Los Angeles, the Inland Empire, and Tijuana. The results of these studies will be incorporated into the RTP update in 2011.

Ted Anasis, Manager of Airport Planning, the Authority briefed the committee on the SDIA Master Plan. Partway through the process of preparing the long-term Airport Master Plan, Authority staff will commence with development of the RASP. Major provisions of the RASP include development of a forecast of passenger and cargo demand, a strategy to accommodate additional demand, and a financial strategy and program of investments, as well as identification of existing airport capacity and consideration of aviation plans from surrounding regions.

With regard to short-term planning for SDIA, the Authority has recently completed a revised traffic study and revised draft Environmental Impact Report (EIR) for the proposed interim improvements. The comment period for the draft EIR was recently extended from November 30, 2007, to January 4, 2008. The draft EIR includes alternative development plans for the airport, including the option to include or exclude the parking structure, and the option of pursuing development of a consolidated rental car and an inter-modal transit center on the north side of the airfield.

Deputy Mayor Dave Druker (North County Coastal) requested clarification regarding the listing of the Los Angeles airport on the map for short-haul operations and why the airport was not indicated on the air-rail network study map.

Ms. Culp stated that the Los Angeles Airport was not indicated on the air-rail network map because it was not considered an airport with excess capacity. She stated that the airport would be considered in the complete analysis.

Deputy Mayor Druker stated that the reason the Los Angeles Airport may not have excess capacity is that there are a number of short-haul operations from San Diego. Also, many passengers from San Diego to Los Angeles are traveling for connecting flights.

Mayor Jim Desmond (the Authority) expressed his appreciation for the collaborative efforts of SANDAG and the Authority.

Charlene Zettel (the Authority) stated that funding for the high-speed rail study will become very important and provides an opportunity for grant funding from the Federal Aviation Administration. SANDAG and the Authority need to develop partnerships for support of funding for effective high-speed, short-haul rail operations that will lead to increased airport capacity.
Chairman Gallo requested clarification regarding the difference between rail travel and air travel times from Frankfurt to Cologne.

Peggy Ducey, Peggy Ducey and Associates, consultant for the air-rail network plan, stated that the travel time for air is about one hour. The positive impact is that rail travels directly into downtown Cologne and avoids any additional security check-in. She stated that the Frankfurt Airport plans to eliminate all air travel between Frankfurt and Cologne because the rail operations have allowed airlines to backfill with more lucrative operations.

Ms. Zettel stated that there is potential for huge economic impacts for SDIA with implementation of rail operations. This would increase capacity to allow more non-stop flights to operate from SDIA and benefit our tourism, employment, and the Region’s economy.

Councilmember Phil Monroe (South County) commented that he recently had a tour of SDIA and was briefed on the short-term plans for the airport. He commented that we need to bring transit to SDIA. He commented that during a recent trip to Portland, his party was able to take transit directly from the airport to within blocks of his hotel. He felt that our Region needs to focus on plans for transit for SDIA. Councilmember Monroe also stated that he would like to have data on ridership, funding, subsidy per passenger, and other data that measures the success of the program in Frankfurt.

Bob Leiter stated that in conjunction with Phase One of the SDIA Master Plan, SANDAG, Metropolitan Transit System (MTS), and North County Transit District (NCTD) are working together to develop plans to improve transit connections to SDIA and will report on that at the December meeting. Also, Phase Two of the Master Plan will focus on more regional transit service and inter-modal operations.

Councilmember Jerry Kern (North County Coastal) stated that we need to study not just where passengers are going but why. The study needs to reflect why people are going to their destination and whether there is a benefit to placing rail operations at that location.

Vice Chair Dale commented that staff would be returning at the December meeting with information on the short-term improvements and the draft EIR.

Action: This item was presented for information only.

4. METROPOLITAN TRANSIT SYSTEM AND NORTH COUNTY TRANSIT DISTRICT TRANSIT SERVICE CHANGES (APPROVE/INFORMATION)

Dan Levy, Senior Regional Planner, presented this item. He provided an overview of the service changes proposed by North County Transit District (NCTD) and Metropolitan Transit System (MTS). The NCTD changes are primarily based on adjustments needed to accommodate the SPRINTER service, while the MTS service changes are intended to help bridge the recently identified $9.2 million funding gap.

NCTD held two public hearings on its proposed changes to the BREEZE and the COASTER. The BREEZE service changes are associated with the anticipated introduction of SPRINTER service in December 2007, and the proposed COASTER changes include minor weekday
schedule adjustments for some trips and schedule adjustments to all trains running on Saturday.

The MTS Board approved service reductions to several bus routes and the Green Line Trolley. The MTS Board also approved the creation of a new route (Route 86) and deferred two service reductions regarding Routes 28 and DART (Direct Access to Regional Transit) service in Rancho Bernardo and Scripps Ranch. All of the changes proposed by MTS, except the reductions to Route 89, were not found to be regionally significant and, within the context of fiscal restraint, are consistent with the SANDAG Short-Range Transit Plan.

Route 89 is a regionally significant service since it serves regional travel demand corridors that cross transit agency jurisdictional boundaries. A change to a route of regional significance requires that SANDAG conduct an “Administrative Review of Service Consistency” or make a “Finding of Overriding Considerations.” SANDAG conducted ridership counts on Route 89 in April and October 2007. There is an average of 102 daily riders (60 percent of the total boardings) who ride on the northern section of Route 89. Of those riders, an average of 70 people (41 percent of the total boardings) travel between the COASTER station and the northern terminus of the route. The MTS proposal would result in the loss of about 60 percent of ridership and result in the loss of about $5,000 in revenue. MTS believes that ridership on the remaining portion of the route will increase as the number of trips is planned to grow from four trips per peak to five trips per peak. As a COASTER Connection, the majority of passengers are transferring from the NCTD COASTER and do not directly pay a fare. NCTD contributes 5 percent of all COASTER revenues to MTS to cover the cost of providing connecting services. Each COASTER passenger generates about $0.20 per ride on a COASTER Connection for MTS. In contrast, each MTS fare-paying passenger contributes about $0.85 per ride. In addition Route 89 is losing the special Caltrans mitigation funding that was available to cover the extra subsidy required. These two factors combine to make Route 89 high on the list of services for MTS to cut in order to balance its budget. A greater financial benefit accrues to MTS from cancelling this route than would accrue by cancelling any other non-COASTER Connection MTS route. SANDAG finds that there are overriding considerations from the current budget situation at MTS that lead to the conclusion that service on Route 89 may be discontinued, north of Sorrento Valley Station. SANDAG staff will work with employers in the area, and the Fare and Revenue Study Consultant as well, to seek other funding sources in order to restore the service as soon as possible.

Additionally, staff anticipates a funding problem that will affect eight other Sorrento Valley COASTER Connection services. COASTER riders with COASTER tickets and monthly passes can transfer to the Sorrento Valley COASTER Connection services at no additional charge. The result is that farebox recovery rates on these routes tend to be lower than other MTS routes. The annual subsidy required to operate these services comes from several sources: COASTER Fare Revenue Sharing, MTS Transportation Development Act, Air Pollution Control District (APCD) Funding, and Caltrans I-5 Mitigation Funds. APCD Funding and Caltrans I-5 Mitigation Funds are expected to not be available for FY 2008. Loss of these revenues, combined with the limited revenue allocated from the COASTER and the larger budget problems faced by both NCTD and MTS, means that the COASTER Connections may be targeted for service reductions. SANDAG will pursue discussions with the County of San Diego on the future of APCD funding and other options such as fare surcharges and COASTER revenue allocations, employer contributions, and route adjustments that could
improve service efficiencies. SANDAG, in coordination with MTS and NCTD, will take the lead in exploring funding options.

The most notable NCTD service change is the arrival of SPRINTER service which will connect the Escondido Transit Center with the Oceanside Transit Center. The associated BREEZE fixed-route bus changes were developed and then revised to address concerns raised during the Public Hearing including a desire to reduce transfers, maintain service to senior areas, the need for any changes to be cost-neutral, having earlier service start times to some employment centers, and retaining the other benefits of the Service Plan, such as bus-train coordination, improved college access, and ridership increases.

The NCTD COASTER Saturday changes also are being proposed to ensure better connection times with the new SPRINTER service, while midweek COASTER changes are minor corrections to reflect actual running times. These proposed service changes only involve schedule adjustments and are not regionally significant. The changes do not have any budget impacts.

Wendy Kelly, a member of the public, commented that she is a North County resident. She stated that there is a need for a northbound shuttle and stated her opposition to the elimination of the northern Route 89. She stated that her company is willing to subsidize Route 89 and that many of the passengers of Route 89 are willing to pay an additional fee to keep the Route 89 north shuttle operational.

Amy Farrington, a member of the public representing shuttle 89 riders, stated their opposition to the elimination of the northern Route 89 shuttle and asked for an extension while finding funding. She stated that many riders are dependant on the shuttle and that it always runs at near full capacity. Elimination of the shuttle will put more vehicles back on the highway.

Morton Printz, Chair of Torrey Pines Community Planning Group and member of the public, stated his opposition to the elimination of the northern Route 89 shuttle. He stated that his organization completed a survey regarding service along Del Mar Heights Road between Del Mar and Carmel Valley and the results showed a large demand for this service. He submitted the written results of the survey and requested the committee members review the survey. He also made a short presentation regarding the appeal for continuation or reinstatement and extension of bus Route 89. He stated that SANDAG should consider passengers who are paying for use of the transit system.

Parthiv Shah, a member of the public, stated that he is employed at a company on El Camino Real at Valley Center Drive and takes the COASTER several days a week. He stated his support for increasing the routes and trips of the COASTER. He stated that his company has worked with SANDAG in the past to develop transit routes to support bus travel to their location and are currently subsidizing employee costs for Route 89. Carmel Valley is a high tech employment area and many people want to have the option of using transit. He stated his opposition to the elimination of the northern Route 89.

Amy Huff Shah stated her support for continuation of the northern Route 89 shuttle.
Deputy Mayor Rindone stated that inadequate funding is the reason for these cuts in service to transit. Transit agencies are challenged to provide services and need to reasonably look at what services are provided. Funding will be even more challenging in 2008. He stated that cutting the northern Route 89 was necessary because of the lack of funding. The original funding for the route was temporary through Caltrans mitigation during construction. Once that funding ended, MTS did a study to find out if there was ridership to support the continuation of the route. He stated that the counts used in the SANDAG study were taken over only two days and reflect numbers that are 25 percent higher than the actual daily counts made by MTS. He stated that approving the service cut is necessary due to funding challenges, but he recommends the issue be referred to NCTD and MTS to find alternative funding sources to include potential public/private partnerships.

Deputy Mayor Druker stated that it has been historically difficult to find funding to support Route 89. He stated his opposition to cutting the route. He stated that there needs to be more marketing for the route. MTS, NCTD, and SANDAG should lobby employers in the region to urge their support and get their employees to ride the bus. He stated that SANDAG needs to find funding to maintain the route for the next six months and also identify funding sources for all COASTER connections by June 2008. The COASTER fulfilling an important role in reducing congestion by reducing traffic on Interstate 5 (I-5) by one lane, both during both morning and afternoon commutes. He stated that he would also like to see a shuttle from Solana Beach to Del Mar Heights. Carmel Valley’s employers’ economic impact to the Region is growing and transit agencies and SANDAG need to focus on providing transportation alternatives. Deputy Mayor Druker stated that the Committee needs to find the funding to maintain Route 89 for the next six months and find a comprehensive solution for funding to maintain this COASTER connection.

Chair Pro Tem Bob Emery (MTS) stated that bus service is needed in the Sorrento Valley area, but there is no funding in the MTS budget for Route 89. Following the Comprehensive Operational Analysis, MTS attempted to continue Route 89, but there is no funding so the MTS Board made the decision to cut the route. Additionally, MTS does not feel the route has a regional significance and feels that this is an internal matter. Chair Pro Tem Emery stated that the route needs to be analyzed. He moved adoption of the staff recommendation while acknowledging that Transportation Committee approval is not necessary to cut this route and referred the issue of Route 89 back to MTS or another appropriate committee to find funding sources to allow the route to be reinstated in June 2008. The motion was seconded by Deputy Mayor Rindone.

Councilmember Ben Hueso (City of San Diego) stated that in the past he had organized a transit service in Logan Heights. He worked with businesses to fund services for the bus operations and for those businesses that provided funding. We provided signage stating that this shuttle stops at this business. The concept was so successful that each business purchased a van for free shuttle service in the neighborhood. He used the concept again in San Ysidro and is attempting to work out the operations in that area too. He commented that there are businesses in the north area that should also be approached to subsidize or fund transit operations. Councilmember Hueso stated his support of the motion, but with the condition that SANDAG work toward finding a similar solution for Route 89. Councilmember Hueso requested clarification of the amount of funding needed for Route 89.
Gary Gallegos, Executive Director, stated that the funding for all COASTER connections is approximately $600,000 to $1 million annually.

Mr. Levy stated that according to the MTS Board report, they would save $30,000 by cutting Route 89.

Councilmember Hueso stated that $30,000 could be generated from local businesses to support the route.

Mr. Gallegos stated $30,000 would only fund Route 89 through the end of the fiscal year.

Paul Jablonski, Chief Executive Officer, MTS, stated that, while he is supportive of finding funding for all the COASTER connections, Route 89 was implemented using one-time funding from Caltrans as a mitigation measure during construction of the I-5/I-805 interchange. There was no intention to keep the route after the funding ended. MTS did extend the service northward in the hope that the route would generate revenue. He stated that MTS was not cutting the entire route. The most heavily used portion from the Sorrento Valley COASTER station into University Town Center would not be cut. Only the most northern portion is being cut. In order to maintain the most heavily used portion of the route. MTS is backfilling the necessary funding.

Chairman Gallo commented that even after hearing all the benefits of the route in the presentation, we are still being asked to cut it. He stated that a transit agency’s role is to move people. NCTD is faced with these same issues every year and that public transit will always be subsidized. Chairman Gallo recommended that the route be maintained until June 2008. He commented that we need to market the route and work at finding a funding solution prior to that deadline of June 2008. He stated that cutting the bus service would also cut COASTER ridership. We need to look at the system as a whole and not judge each route individually.

Councilmember Bob Campbell (North County Inland) stated that although MTS feels that cutting the route is in its purview, there is a financial impact to NCTD, and MTS needs to work with NCTD to find a common solution regardless of the vote today. Councilmember Campbell also asked about the policy of charging a surcharge to cover the cost of funding for an interim six months, and whether this Committee could consider this option.

Mr. Levy stated that the COASTER revenue is approximately $30,000 for the six months, and MTS does have the authority to implement a temporary fare.

Supervisor Bill Horn (County of San Diego) stated that he had worked for years to get a bus route to connect to the COASTER in this area. Del Mar Heights is a very densely populated neighborhood, and we need to find a solution to keep the route in place. SANDAG’s goal is to find connections for transit and promote smart growth. He stated that there is potential growth for public transit in this area, and we need to support the continuation of this route. SANDAG needs to find revenue sources to keep this route operating.
Councilmember Monroe stated that there are two issues before the Committee today. The first issue, on which a motion was made, is whether to continue the route. The second issue is whether SANDAG has any jurisdiction over this issue. He stated he would like to address the second issue after a vote on the motion.

Deputy Mayor Druker made a substitute motion, seconded by Chairman Gallo, to accept the staff recommendations 2 and 3 and find immediate funding to maintain Route 89 for the next six months.

Mr. Jablonski stated that reducing the northern portion of the route saves approximately $50,000 over the six months.

Deputy Mayor Druker stated that SANDAG needs to find the funding to continue the route through June 2008 and work at finding other funding sources during that time to continue the route. He stated that the route is regionally significant because it does connect the COASTER with an underserved region.

Chairman Ron Roberts (County of San Diego) stated that if SANDAG has a $50,000 funding source, this Committee needs to hear about it. He stated that the route supports a very low number of riders and the route is highly subsidized. This route was an experiment for a year, and the experiment failed. The route did not increase ridership or revenue. There is no reason to continue the route. He stated that every route could be marketed better. He stated that if funding one route is mandated then there would need to be cuts to other routes to fund it. Ridership would potentially be more negatively affected by doing cuts elsewhere. He stated that unless there is funding identified today to fund the route; the route needs to be cut. The state budget is projecting a $10 billion deficit. There won't be more funds for transit next year...there will be even less. He stated that there will be more cuts to service next year due to lack of funding. The cut to this route is only to the portion that is not producing revenue. This committee needs to look at the entire system and the funding necessary to keep the system running.

Mayor Lori Holt Pfeiler (North County Inland) requested clarification regarding the ridership and subsidy to Route 89 and whether the funds were for the COASTER. MTS is not receiving the full funding but a cost share portion.

Mr. Levy stated that 5 percent of COASTER revenues are contributed to MTS for connecting services. COASTER passengers only contribute 20 cents per trip on Route 89, whereas passengers not transferring from the COASTER contribute about 85 cents per trip on Route 89. There is not a large amount of revenue contributed by the COASTER passengers under the cost-sharing agreement.

Mayor Pfeiler commented that revenue sharing is part of the challenge. The challenge is to find a way to share revenue that can fund both systems.

Deputy Mayor Druker repeated his substitute motion that the Committee accepts staff recommendation except to find immediate funding and continue the northern part of Route 89 for the next six months.
Chairman Harry Mathis (MTS) commented that MTS has taken the action to discontinue Route 89. SANDAG has made a decision that this is a regionally significant route even though it falls entirely under MTS jurisdiction. We are setting a precedent by allowing the Transportation Committee to make a decision that effectively overrules the MTS Board on an issue that is entirely under MTS jurisdiction.

Vice Chair Jack Dale called for a vote by show of hands on the substitute motion. The motion failed.

Chair Pro Tem Emery repeated his original motion to accept staff recommendation without setting precedent for any admission of authority or statement that the Transportation Committee has jurisdiction over this particular route and to institute a study to find funding to reinstate the route. The motion was seconded by Deputy Mayor Rindone. Vice Chair Dale called for a vote on the motion by a show of hands. The motion passed with Deputy Mayor Druker voting against.

Councilmember Monroe expressed his displeasure that SANDAG was involved in the decision to eliminate Route 89. He stated that the route is totally within MTS jurisdiction and that SANDAG should not be involved in any decision eliminating this route. He expressed his concern that this item has caused a break in communications between MTS and NCTD.

Councilmember Campbell stated that there is impact to NCTD revenues and service and SANDAG should be a part of the decision to eliminate the route.

Mayor Pfeiler stated that if there is impact to both the NCTD COASTER and MTS Route 89, it qualifies this as a regional issue. The Route may be totally within MTS jurisdiction but there is a direct impact to NCTD.

Action: Upon a motion by Chair Pro Tem Emery and a second by Deputy Mayor Rindone, the Transportation Committee: (1) approved the elimination of Route 89 north of Sorrento Valley COASTER Station due to a finding of overriding considerations without setting precedent for any admission of authority or statement that the Transportation Committee has jurisdiction over this particular route; (2) directed staff to develop a comprehensive plan for funding the return of Route 89 and other Sorrento Valley COASTER Connection operations; and (3) received for information the proposed service changes from MTS and NCTD.

5. SPRINTER PROJECT STATUS REPORT AND SANDAG INDEPENDENT ASSESSMENT (INFORMATION)

Jim Linthicum provided a monthly status report on the SPRINTER rail project, including discussion of implementation and effectiveness of project cost-control measures. NCTD and the Mainline contractor are advancing toward a December completion of all work required for revenue operations. The signals and communication work remain critical. There was no damage to any of the work from the recent wild fires. The Mainline contractor was shut down for a week, and SDG&E crews that were connecting the stations with permanent power were diverted elsewhere. Twelve of the fifteen stations have power and leased generators energize the remaining three stations. The corridor is divided into five separate zones for signal work; two of the five are complete. When all zones are complete, the
The operator will be able to perform full pre-revenue operations over the entire line. The SPRINT Operations Facility (SOF) is complete. The San Marcos Loop contract is complete, except for final inspection of the elevator at the California State University San Marcos station. The milestones agreed to by the contractor last spring greatly accelerated the work but proved to be too aggressive, and each date has been missed. If the contractor is able to turn over each of the signal zones to NCTD per the revised schedule, there should be adequate time for pre-revenue operations, and revenue service could begin in December. NCTD plans to switch to its fully integrated and regularly scheduled bus and SPRINT service beginning January 13, 2008. Collection of liquidated damages by NCTD is not a certainty since the contractor will likely claim they were delayed by conditions outside their control.

The California Public Utilities Commission (CPUC) requires certain approvals prior to certifying operations. The certifications for the SOF, the San Marcos Loop, and the Diesel Multiple Unit (DMU) vehicles were to be submitted November 15. The Mainline certifications are about half complete and will be submitted in early December. It was identified that the gap between the edge of the station gangway and the vehicle is too wide outside the door area of the DMU. The Mainline contractor is fabricating an extension that will be bolted on to each gangway to close this gap. The installation of the extensions will be completed in late December.

The settlement agreement with the Mainline contractor provides for payments not to exceed $12.2 million for damages the contractor incurred due to design changes. After approving a portion of the contractor’s documentation, NCTD made a payment of $1.1 million last month but no further payments are pending. The current estimate at completion (EAC) increased $1 million to $477.6 million. The EAC was increased when NCTD capitalized the future cost to maintain their environmental mitigation sites. The project budget set by the NCTD Board and included in the Amended Recovery Plan for the FTA is $484.1 million.

NCTD staff is focusing its construction management effort on calculating the final quantities and change order costs. It is working with the contractor to resolve 15 percent of the backlog each month. The results of these pending calculations pose the biggest risk to the budget.

**Action:** This item was presented for information only.

6. **TRANSIT PROJECT PROGRAMMING AMENDMENT (RECOMMEND)**

The Metropolitan Transit System (MTS) has requested an amendment to redirect $4.5 million from the Regional Transportation Management System project to another project to add fareboxes to contract vehicles that will be able to work with the Smart Card system.

José A. Nuncio, Senior Engineer/Financial Programming, presented this item. At its March 2007 meeting, the Board of Directors approved programming $163.7 million in 2006 State Transportation Improvement Program (STIP) Augmentation funds. Of these, $4.5 million were identified for the Regional Transportation Management System (RTMS) project. Concurrent with the 2006 STIP Augmentation, an exchange of STIP and TransNet funds was also approved that allowed SANDAG to submit to the California Transportation
Commission larger capacity-increasing projects for STIP Augmentation funding and reduce the administrative burden on SANDAG by managing the smaller transit-related projects locally. The $4.5 million currently programmed for this project in the Regional Transportation Improvement Program is TransNet. No further CTC involvement is necessary.

The $4.5 million currently programmed for RTMS was intended to equip 355 MTS suburban and contract buses with computer-aided dispatching and automatic vehicle location equipment. An initial phase to equip this technology on San Diego Transit buses is already underway. Due to changes to the fare structure that were approved by SANDAG in October, however, MTS believes that there is a greater need at this time to accelerate and extend acquisition of the same fare collection equipment already in place on San Diego Transit buses for contract buses. The proposed programming amendment would provide funding for the replacement of older fareboxes on MTS Contract Services buses with the newer GFI Odyssey system that is currently being deployed on San Diego Transit buses. Without this system, bus operators on contracted routes are unable to issue a magnetically encoded day pass. Installation of the new fareboxes would enhance revenue and operator security. RTMS expansion will continue to be a priority for future funding opportunities.

**Action:** Upon a motion by Chair Pro Tem Emery and a second by Deputy Mayor Druker, the Transportation Committee recommended to the Board of Directors that $4.5 million currently programmed on the Regional Transportation Management System project be redirected towards a project to extend acquisition of farebox collection equipment to MTS Contract Buses.

7. **UPCOMING MEETINGS**

The next meeting of the Transportation Committee is scheduled for Friday, December 14, 2007, at 9 a.m.

8. **ADJOURNMENT**

Muggs Stoll, TransNet Program Manager commented that the construction bids for the SR 52 extension project were lower than expected by approximately $17 million. Councilmember Monroe questioned if other bids were comparably low or if there was a large gap between the low bid and the others. Mr. Stoll stated that one other bid was close but the average of all the bids was lower than expected and hopefully indicated a trend.

Deputy Mayor Rindone commented that the ribbon cutting for the SR 125 Southbay Expressway was scheduled for 11:00 a.m. this morning and provided directions for the committee members to attend the event.

Vice Chair Dale adjourned the meeting at 9:39 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG TRANSPORTATION COMMITTEE MEETING
#### NOVEMBER 16, 2007

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<th>GEOGRAPHICAL AREA/ORGANIZATION</th>
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<th>MEMBER/ALTERNATE</th>
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FY 2007 TRANSPORTATION DEVELOPMENT ACT AUDIT STATUS

Introduction

In accordance with Public Utilities Code Section 99245, each Transportation Development Act (TDA) claimant must complete an audit within 180 days after the end of the fiscal year. SANDAG may grant a 90-day extension, bringing the deadline to March 31.

The TDA audits for most of the claimants are complete; however there are a few claimants that may not be completed within the required timeframe. The TDA audit requirements are governed by the Public Utilities Code and the California Code of Regulations, which do not permit any further extensions beyond the 270 days, and specifically prohibits approval of the FY 2008 TDA claim until the TDA audits are completed.

Recommendation

The Transportation Committee is asked to approve TDA audit extension requests for the County of San Diego and the City of San Diego through March 31, 2008, as permitted by the Public Utilities Code and the California Code of Regulations. This action would allow sufficient time for the completion of the TDA audits and submittal of the issued financial reports to the State Controller's office.

Discussion

SANDAG, acting as the San Diego County Regional Transportation Planning Agency (RTPA), is to receive the annual fiscal compliance audit report from each claimant within 180 days of the fiscal year end. The RTPA may grant a 90-day extension should it be requested by a claimant. While every effort is made to complete all audits within the 180 days, there are certain situations in which an extension request may be feasible. The County of San Diego is requesting an extension due to the late timing of the audit fieldwork, which may not allow for sufficient time to fully complete the report. The City of San Diego has requested an extension due to its ongoing effort to complete its FY 2006 and FY 2007 annual audits, which has postponed the TDA audit fieldwork date into December.

The following are the requested timeline extensions for completion of the TDA audits:

<table>
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<th>Claimant</th>
<th>Audit Fieldwork Completed</th>
<th>Expected Issuance of Audit Report</th>
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<td>City of San Diego</td>
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<td>February 15, 2008</td>
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<tr>
<td>County of San Diego</td>
<td>November 27, 2007</td>
<td>March 31, 2008</td>
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The Transportation Committee is asked to approve the extensions that have been requested by the City and County of San Diego.

RENEE WASMUND
Director of Finance

Key Staff Contact: Lisa Kondrat-Dauphin, (619) 699-1942, lko@sandag.org
TRIBAL TRANSIT FEASIBILITY DRAFT REPORT

Introduction

In 2005, SANDAG was awarded a grant from Caltrans to conduct a study on the feasibility of improving transit service to the tribal lands in eastern San Diego County. This study is a collaborative effort of SANDAG, the Reservation Transportation Authority (RTA), Metropolitan Transit System (MTS), and North County Transit District (NCTD). SANDAG retained a consultant to prepare the study in conjunction with the recently created Interagency Technical Working Group on Tribal Transportation Issues.¹ Subsequent to the receipt of the grant from Caltrans, the federal government announced a new competitive program open only to tribal governments and tribal consortia to fund transit service in rural areas. The Tribal Transit Feasibility Study was finalized in June 2007, and the results of the study have been incorporated into a grant application filed by the RTA for the new Federal Transit Administration (FTA) funds for Tribal Transit. The FTA funds will pay 100 percent of any subsidy that is required to start up and operate the service. A decision on the grant application is expected from the federal government early next year.

Discussion

The Tribal Transit Feasibility Study includes chapters and appendices dealing with:

- Tribal Nations and Community Profiles
- Existing Transportation Infrastructure
- Service Improvement Alternatives
- Analysis of Service Options
- Preliminary Recommendations
- Implementation
- Employment Shuttles
- Preliminary Cost Estimates
- Funding Options
- Tribal Transportation Examples
- Grant Application Information

¹ The full draft report may be downloaded at http://www.sandag.org/uploads/projectid/projectid_305_7616.pdf. Hard copies are available upon request.
The study divided the eastern portion of the county into North and South Corridors. The North Corridor was focused on tribes generally along State Highways 76 and 78. The Southern Corridor was generally focused along Interstate 8 and Highway 8. The two corridors overlapped in the vicinity of Ramona. The report recommends that new route deviation bus service be provided in both North and South Corridors, a new express route be introduced to the North Corridor via Interstate 15, and bus stops improvements be constructed at significant stops. The services would enhance local connections among the tribes and on reservations as well as providing improved linkages to urban centers. The proposed services are shown in Figure 1 and Figure 2 (Attachment 1).

The RTA incorporated the basic concepts developed in the transit feasibility study into its grant application to the FTA. If the grant application is successful, further discussions would need to take place among the RTA, SANDAG, MTS, and NCTD. An interagency cooperative agreement would be required to ensure the services were provided in an effective, efficient and coordinated manner, and that full integration is provided with existing transit services.

The FTA grant would fund services for the first four years. The Tribal Transit Feasibility Study identified the potential need for the tribes to contribute to the ongoing operation if the federal grants are not continued in the Transportation Reauthorization bill expected to be considered in 2009.

**Next Steps**

The RTA is now awaiting notification of the status of its grant application which was submitted August 4, 2007. If the grant application is successful, there would be additional discussions regarding refinements to the service plan. The RTA is expected to be advised on the status of its application by early next year. Negotiations also would be initiated with SANDAG, MTS, and NCTD to implement the proposed services. The Interagency Technical Working Group on Tribal Transportation Issues provides a venue for ongoing discussions.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Figures 1 and 2

Key Staff Contact: Jane Clough-Riquelme, (619) 699-1909, jcl@sandag.org
South Corridor Proposed Transit Services
Sources: SANDAG, SANGIS
North Corridor Proposed Transit Services

Sources: SANDAG, SANGIS
SPRINTER PROJECT STATUS REPORT AND SANDAG INDEPENDENT ASSESSMENT

Introduction

The North County Transit District (NCTD) SPRINTER Rail Project converts an existing 22-mile freight rail corridor into a Diesel Multiple Unit (DMU) transit system connecting Oceanside, Vista, unincorporated County areas, San Marcos, and Escondido. The SPRINTER is a TransNet-funded project to increase east-west mobility in the Highway 78 corridor. In response to requests from NCTD and the Federal Transit Administration (FTA), SANDAG staff is currently providing support and oversight services for the project and has been asked by the SANDAG Board of Directors to report on its progress monthly to the Transportation Committee.

Discussion

Current Progress

NCTD and the Mainline contractor are making great progress toward an end-of-year completion of all work required for revenue operations. The signals and communication work remains critical. Call boxes, CCTV (closed-circuit television), message signs, the public address system, and gangway sensors are installed at all stations. The contractor is working on connecting these devices back to Central Control.

The corridor is divided into five separate zones for signal work. Zones one and two are complete and the operator is running test trains under a fully operable, computerized train control system for 10 miles from Escondido Transit Center to west of Buena Creek Station. Zones three, four, and five were scheduled to be complete on December 7, giving the operator full access to the entire line for pre-revenue operations.

Sidewalks, parking lot paving, and clean-up work are progressing at each of the stations. Platform gangway extensions required by the California Public Utilities Commission (CPUC) should be complete in mid December. The Nordahl Road Station parking lot will not be available for public use until the end of January. One of the two platforms at the Escondido Avenue Station will not be available until changes to the gangways are complete late this winter.

The San Marcos Loop contract is complete, except for final inspection of the elevator at the California State University San Marcos station. No problems have been identified with the DMU vehicles. SANDAG staff is working with NCTD to ensure the timely installation of the ticket vending machines at each of the stations.
**Schedule**

The settlement agreement with the Mainline contractor provides for new internal schedule milestones to track progress. If the contractor delivers the work required of a particular milestone, the contractor is compensated for “constructive acceleration.” The maximum acceleration compensation the contractor could earn by meeting all seven milestones is $3.3 million. Five of the seven milestones also provide for an assessment of liquidated damages if the contractor fails to meet the milestone date.

The milestones agreed to by the contractor last spring were too aggressive, and each date has been missed. Since the internal milestone dates have been missed, no constructive acceleration payments have been made. It should be noted that the contractor would receive an extension of time if it can show it was delayed by NCTD, resulting in constructive acceleration payments for milestones already passed and/or foregoing of the assessment of liquidated damages.

With the start of full pre-revenue operations, the operator will be in a better position to predict their readiness for revenue service. A ribbon cutting ceremony is scheduled for December 28. NCTD’s goal is to begin revenue service after December 28, but before January 13 when it will switch to its fully integrated bus and SPRINT service.

**Regulatory**

The CPUC requires certain approvals prior to certifying operations. The SPRINT’s System Safety Program Plan and the System Security Plan are set to be approved by the Commission at its December 20 meeting.

CPUC staff approves safety certifications showing that each safety critical item of work was designed per standard and built per design. The certifications for the SPRINT Operations Facility, the San Marcos Loop, and the DMU vehicles were submitted on November 15. The Mainline certifications are about half complete and will be submitted in mid-December. The certification process provides for exceptions and waivers; none of any significance has been identified to date.

Prior to approving operations, the CPUC will inspect all 22 miles of track and each of the grade crossings.

**Estimate at Completion**

The settlement agreement with the Mainline contractor provides for payments not to exceed $12.2 million for damages the contractor incurred due to design changes. Before receiving payment, the contractor is required to submit documentation verifying any loss. NCTD has now made payments totaling $3.1 million toward this part of the settlement agreement.

The current estimate at completion (EAC) rose $200,000 to $477.8 million and is made up of $467 million of base cost plus a $10.8 million contingency. The base cost includes the maximum value of the settlement agreement plus the forecasted cost of each change order. The project budget set by the NCTD Board, and included in the Amended Recovery Plan for the FTA, is $484.1 million, giving NCTD an additional $6.3 million of capacity between budget and EAC.
NCTD staff is focusing its construction management effort on calculating the final quantities and change order costs. They are resolving approximately $4 million of this backlog per month. As the backlog is reduced, forecast costs become final costs and the risk to budget decreases.

**Summary**

The schedule for revenue service is now being driven less by construction and more by regulatory approvals and pre-revenue operations. Both these tasks are going on concurrently; revenue service will not begin until all safety certifications have been approved and the operator has had adequate time to train its staff. This is now anticipated to occur sometime between December 28 and January 13.

The backlog of construction quantity and change order calculations is being reduced. With $10.8 million of contingency and another $6.3 million of capacity between the budget and EAC, the risk to budget is decreasing.

JACK BODA  
Director of Mobility Management and Project Implementation

Key Staff Contact: Jim Linthicum, (619) 699-1970, jlin@sandag.org
San Diego Association of Governments

TRANSPORTATION COMMITTEE

December 14, 2007

AGENDA ITEM NO.: 7

Action Requested: DISCUSSION

TransNet PLAN OF FINANCE UPDATE

File Number 1110200

Introduction

In December 2005, the SANDAG Board of Directors approved the first Plan of Finance (POF) for the TransNet extension and established a financial strategy for implementing the Early Action Program (EAP) of projects and fulfilling ongoing commitments for the existing TransNet program. The financial strategy approved by the Board included expanding the existing commercial paper program from $135 million to $335 million, locking in low interest rates through an interest rate exchange agreement (swap), and issuing $600 million of long-term variable rate debt in April 2008. The POF was approved by the SANDAG Board of Directors with the understanding that the POF is a dynamic process that requires continual refinement as circumstances change, and should be updated at least annually. Therefore, the POF was updated for the first time in December 2006 when three transit projects were added to the EAP. Although this update is consistent with an annual cycle, an update of the POF is particularly appropriate at this time to support the pending $600 million bond issuance in April 2008, in addition to including the cost and revenue developments over the past year.

The EAP was established to “jump-start” the implementation of several key projects prior to the beginning of TransNet Extension in FY 2009, with the objective of completing those projects within the first five to seven years of the new program. This visionary action has resulted in much progress on several EAP projects in the last two years and the execution of the plan to issue long-term bonds will allow for this momentum to continue. The proposed POF update presented in this report confirms that both the EAP and the overall TransNet Program of projects can be completed with some adjustments to project schedules, a greater commitment to securing matching funds and a modification to the funding set-aside established in December 2005.

Discussion

Important Developments for the TransNet Program since 2005

State Bond Funding – A very important development since the 2005 TransNet Plan of Finance was established was the approval of $19.9 billion Proposition 1B State Infrastructure Bonds by the California voters in November 2006. The first opportunity to compete for the $4.5 billion Corridor Mobility Improvement Account (CMIA) element of the bonds came in early 2007, and the San Diego region was successful in securing approximately $432 million for EAP projects. It is clear that a major reason for the region’s success in securing these funds was due to having projects ready to go on Interstate 15 (I-15), Interstate 5 (I-5) and Interstate 805 (I-805). This was further validation that the SANDAG Board of Director’s decision to aggressively pursue the EAP projects paid off by not only providing transportation infrastructure sooner for regional commuters, but by ultimately securing more state bond funds to match the local commitment of sales tax dollars.
Changes to the EAP – The EAP adopted in 2005 included a total of seven major corridors as shown in (Attachment 1). In the past two years, various actions taken by the SANDAG Board of Directors have resulted in a number of additions and modifications to the EAP as shown in (Attachment 2). The major changes to the program that were incorporated in the first POF update in December 2006 included the addition of the SPRINT Light Rail Transit project, Trolley vehicle upgrades on the Blue and Orange Lines, and additional Environmental Mitigation Program (EMP) expenditures. Since that time, the suspension of the State Route 52 (SR 52) high occupancy vehicle (HOV)/Managed Lanes project to provide funds for the SR 52 freeway extension project cost increases was approved, the budget for the I-15 Managed Lanes project was increased, and the Mid-City Rapid Bus project was added to the EAP. These changes were presented to the Independent Taxpayers Oversight Committee (ITOC), the Transportation Committee, and the Board of Directors as part of a series of regular updates and individual actions as the development of the EAP progressed.

Construction Cost Escalation – As has been reported previously, construction costs have continued to escalate at historically high rates since the first POF was approved in 2005. Virtually all public infrastructure providers, not only in the San Diego region but throughout the world-wide construction industry, have been struggling with this situation. Although the effects of this unprecedented escalation on the TransNet Program are substantial, it has resulted in increased efforts to control project costs through innovative partnerships and program-wide initiatives. This did result in increases and adjustments to some EAP project budgets such as the I-15 Managed Lanes and the SR 52 extension in Santee, which were presented to the ITOC, Transportation Committee, and approved by the Board of Directors. It is important to note that the most recent cost data may be signaling a leveling off of escalation rates, but it is too soon to know whether this will become a longer trend or not.

Proposed TransNet Extension Plan of Finance Update

Costs

The SANDAG TransNet Program Office continues to work with the Corridor Directors and project teams to refine the costs and schedules for the EAP projects. The costs are updated to current year dollars and then escalated to the year of construction. The construction cost pressures discussed previously have resulted in increased costs and longer schedules than what was approved in the first POF. In performing the POF update, these revised and more detailed costs were used for the EAP projects, while the non-EAP project costs are included in aggregate due to the lesser level of project definition and detail. The latest quarterly EAP update shows the current cost estimates for all of the individual EAP projects (Attachment 3).

Revenues

The amount of state and federal funds assumed for the EAP are based on committed funds to date. In addition, the revenue forecast is based on a series of assumptions that can be summarized as follows:

For fiscal years covering the current Regional Transportation Improvement Program period (FY 2007 to FY 2011), federal and state funds are based on committed or authorized amounts. For future years, SANDAG estimated federal, state, and local transportation funds based on historic experience, including an assumption of a federal participation rate of 50 percent for New Starts and
Small Starts for the major transit projects. SANDAG also used conservative assumptions to forecast other transportation funds, including TransNet sales tax receipts. It is anticipated that during the 40-year life of the TransNet program, there will be periods of high and low economic cycles, and that the program as presented in this updated POF has a reasonable expectation of fulfilling the Ordinance.

The results of the updated project costs and revenue forecast is summarized in the following sources and uses of funds table, projected cash balance graph, and corridor schedule change bar chart (Attachments 4, 5, and 6).

Making it Work

The proposed POF update presented in this report successfully delivers not only the EAP, but the entire TransNet extension program with some reasonable modifications to the POF as approved in 2005 and modified in 2006. To summarize, the proposed modifications would be as follows:

- Revise the set-aside for the future State Transportation Improvement Program (STIP), Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) funds from 15 percent to 6 percent and include State and Local Partnership Program (SLPP) funds in this set-aside as well. The remaining 6 percent set-aside will allow for the continuation of the most critical Transportation Demand Management (TDM) and Intelligent Transportation System (ITS) activities in the region.

- The completion of the EAP would extend from 2015 to 2020. The only significant change in project schedule would be the delay of the construction of the Mid-Coast transit corridor (see Attachment 6).

- Seek and secure approximately 5 percent more in total program funds over the life of the program to further match the projected revenues (see Attachment 5).

Moving forward with the EAP and overall TransNet program with these modifications to the POF will allow the momentum gained in these past two years to continue. By delivering a combination of finished construction projects and critical development milestones on other projects, the region will be providing for the mobility needs of its citizens while continuing to successfully compete for the additional funds the program will need in the future.

The continued success of the EAP relies on the issuance of the $600 million in long-term variable rate bonds (previously approved by the Board in November 2005). Accordingly, included in the schedule below are dates for review and approval of the bond documents.

Next Steps

Following is the proposed schedule:

- January 9 ITOC – update on status of bond issue; review of POF and recommend approval to Transportation Committee
• January 18 Transportation Committee – update on status of bond issue; review of preliminary draft bond documents; second review of POF and recommendation to Board of Directors to approve POF.

• January 25 Board of Directors – approve POF; review of preliminary draft bond documents.

• February 13 ITOC – final update on status of bond issue and recommend approval to Transportation Committee.

• February 15 Transportation Committee – final review of bond documents; recommend approval to Board of Directors.

• February 22 Board of Directors – final review and approval of bond documents.

The Plan of Finance will be updated on a continuous basis, and an ongoing updating process will flag any significant changes in the key assumptions used in the financial model. The Transportation Committee and Board of Directors will be advised of any major developments and will consider any recommended changes to the approved financial strategy.

CHARLES “MUGGS” STOLL
TransNet Program Manager

2. Current TransNet Early Action Projects (December 2007)
4. TransNet Major Corridors/Environmental Mitigation Program Sources and Uses
5. Projected Cash Balance and EAP Project Completion
6. Project Schedules

Key Staff Contact: Charles “Muggs” Stoll, (619) 699-6945, mst@sandag.org
Early Action Projects

**Tier 1 Projects**

1. SR 76 - Widening
2. SR 52 - New freeway
3. Mid-Coast LRT

**Tier 2 Projects**

4. I-15 Managed Lanes - North and South Extension
5. SR 52 - HOV/Managed Lanes (Reversible)
6. I-5 North Coast Corridor - Environmental Effort
7. I-805 Corridor - Environmental Effort (North and South Phases)
Early Action Projects

1. SR 76 - Widening
2. SR 52 - Widening and Extension
3. Mid-Coast and Super Loop Transit
4. I-15 Managed Lanes and Bus Rapid Transit (BRT)
5. I-5 North Coast Corridor - Environmental Effort and HOV Lanes
6. I-805 Corridor - Environmental Effort & BRT
7. SPRINTER - Oceanside to Escondido
8. Trolley - Vehicle and Station Upgrades (Blue and Orange Lines)
9. Mid-City Rapid Bus
INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

September 19, 2007

AGENDA ITEM NO.: 5

Action Requested: INFORMATION

QUARTERLY REPORT ON THE TransNet EARLY ACTION PROGRAM

File Number 1200100

Introduction

This report provides an overview of the TransNet Early Action Program (EAP), including cost control and schedule adherence and the general trends that affect both cost and schedule. This overview fulfills the ITOC requirement defined in the TransNet Ordinance to review the major congestion relief projects for performance in terms of cost control and schedule adherence on a quarterly basis.

Discussion

The TransNet EAP includes improvements to nine transportation corridors: Interstates (I-) 5, 15, and 805, State Routes (SR) 52 and 76, Mid-Coast transit, Blue Line Trolley, Orange Line Trolley, and the SPRINTER transit corridor. The TransNet Dashboard reporting system is used to track cost control and schedule adherence for TransNet EAP projects. The Dashboard can be accessed at www.KeepSanDiegoMoving.com. The Blue Line Trolley, Orange Line Trolley, and SPRINTER are recent additions to the EAP and have not yet been added to the Dashboard.

Schedule Adherence

Constructed improvements on the I-5, I-15, and I-805, SR 52 and SR 76, SPRINTER, and Mid-Coast corridors remain on schedule. More detailed schedule information can be found in Attachment 1.

Cost Control

Cash flowcharts from the Dashboard can be found in Attachment 2. These charts indicate that the actual expenditures are tracking closely against budgeted amounts for the majority of the projects. Projects where expenditures are accruing more slowly than anticipated include the I-15 FasTrak® project and the I-15 bus rapid transit (BRT) stations (downtown to SR 163) projects. The procurement process for hiring a system integrator for the I-15 FasTrak® project has taken much longer than anticipated. However, this is not expected to delay the opening of the I-15 Managed Lanes. The I-15 BRT Stations (downtown to SR 163) project is experiencing delay. The California Department of Transportation (Caltrans) has raised safety and operational concerns over the design concept for the Mid-City center platform stations. SANDAG is working with Caltrans, Metropolitan Transit System (MTS), and the community on alternatives to the center platform design concept.
Trends

Construction costs continue to rise. The Caltrans construction cost index is up 37.5 points to 401.4 for the second quarter of 2007 compared to the first quarter of 2007 when the index was at 363.9. The average number of bidders on Caltrans’ construction projects more than $5 million is down 1.3 points to 4.3 for the second quarter of 2007 compared to the second quarter of 2007 when the average number of bidders was 5.6. The resale price of single-family homes is a good indicator of right-of-way costs for transportation projects. The median resale price for San Diego County in 2006 was $575,000. This is the same median resale price as in 2005. See Attachments 3 through 5 for more information.

Dashboard Enhancements

During the last quarterly report, the ITOC requested the ability to review support costs and capital costs separately. Support costs include project development costs like planning and engineering, and capital costs include land acquisition costs and construction costs. Efforts are underway to separate these costs in the TransNet Dashboard. This added functionality will be available shortly under the “Cash Flow & Info” tab in the Dashboard.

Attachments: 1. Schedule for TransNet Early Action Program
2. Cash Flow Charts
3. Caltrans Quarterly Construction Price Index
4. Average Number of Bidders, Caltrans Projects Over $5 Million
5. Median Prices, Single Family Homes – San Diego County

Key Staff Contact: Richard Chavez, (619) 699-6989; rch@sandag.org
Schedule for TransNet Early Action Program

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Current Plan</th>
<th>Baseline Plan</th>
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<tbody>
<tr>
<td>I-805 Corridor</td>
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<td>SR-76 Corridor</td>
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<td>SR-52 Corridor</td>
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<td>I-15 Corridor</td>
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<td>I-5 Corridor</td>
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<td>Mid-Coast Corridor</td>
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Timeline:
- 1/1990
- 1/1995
- 1/2000
- 1/2005
- 1/2010
- 1/2015
I-15 BRT Stations (SR 163 to SR 78)  

I-15 BRT Planning

I-15 BRT Stations (Downtown to SR 163)

SR 52 ML
Average Number of Bidders
Caltrans Projects Over $5 million

Median Prices
Single Family Home - San Diego County

Attachment 5
**TransNet Major Corridors/Environmental Mitigation Program**  
Sources and Uses (in millions of dollars)

### Sources
- Federal Grants: 3,219.37
- STIP/CMAQ/STP/SLPP @ 94 percent: 15,656.33
- State/Local Funds: 2,221.84
- TransNet Major Corridor/Environmental Mitigation Funds: 16,487.39
- Bond Proceeds: 970.91
- Additional Revenues: 2,271.82

**Total Sources**: $40,828

### Uses
- EAP: 5,190.28
- Other Major Corridor Projects: 34,058.14
- Environmental Mitigation Program: 800.00
- Financing Cost: 779.23

**Total Uses**: $40,828

### Ratio
- **TransNet**: 42.8%
- **Other**: 57.2%
TransNet Plan of Finance Update
Projected Cash Balance and EAP Project Completion

EAP TransNet Projects
Non-EAP TransNet Projects

Additional Matching Funds Required

EAP: Early Action Program
December 2007
## TransNet Early Action Program Proposed POF Update
### Project Schedules

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**Plan of Finance Schedule**

**Board Approved Schedule (TransNet Dashboard Schedule)**

### Abbreviations
- **BRT** = Bus Rapid Transit
- **ED** = Environmental Document
- **LOMAS** = Lomas Santa Fe Interchange
- **ML** = Managed Lanes
FUNDING RECOMMENDATION FOR FY 2007 JOB ACCESS/REVERSE COMMUTE AND NEW FREEDOM PROJECTS File Number 3002300

Introduction

SANDAG was selected by the Governor of California to be the designated recipient of the Jobs Access and Reverse Commute (JARC) and New Freedom (NF) federal funding programs for the San Diego urbanized area. The JARC program is eligible to fund operating, capital, and mobility management projects providing transportation services to jobs and employment related activities for persons with limited means; the New Freedom program is eligible to fund operating, capital, and mobility management projects providing new or expanded transportation services and facilities for persons with disabilities.

SAFETEA-LU requires that SANDAG conduct a competitive selection process open to private non-profit organizations, governmental authorities, private and public transportation providers, and the Consolidated Public Transit and Human Services Agency (CTSA). The purpose of this competitive selection process is to evaluate potential projects and recommend to the Federal Transit Administration which projects should be funded. The competitive process closed on October 19, 2007, and a total of 16 proposals were received from 10 transportation providers and agencies. Nine proposals were received requesting JARC funding and seven were received requesting New Freedom funding for Fiscal Years (FY) 2007, 2008, and 2009. An amendment will be added to the 2006 Regional Transportation Improvement Plan (RTIP) to include all JARC and New Freedom projects approved by the Board of Directors before the projects are forwarded to the FTA.

Discussion

On August 3, 2007 the Transportation Committee approved the competitive process and evaluation criteria for allocating FY 2007 through FY2009 JARC and New Freedom funds (see Attachment 2). Two review committees were established: one for the JARC applications and one for New Freedom applications, The members of these review committees scored each project against the adopted evaluation criteria and not relative to other projects. These scores were then used to rank the projects.

The Federal Guidance for JARC and New Freedom permitted applicants to apply for funding appropriated to three different fiscal years: FY 2007, FY 2008, and FY 2009. This allow also allows SANDAG greater flexibility in awarding funding. The evaluation committees recommended shifting some funding between fiscal years to accommodate funding as many projects possible. For JARC
this also frees up some current year funding for operating projects, which will help compensate for some of the budget shortfalls facing MTS and NCTD.

For both JARC and New Freedom projects, recipients must provide a 50 percent local match for operating costs, and a 20 percent local match for capital and mobility management projects. For the JARC program, a total of $3,929,484 out of the $4,287,256 available is recommended for funding over the three year period. For the New Freedom program, a total of $1,239,492 out of the $2,446,152 available is recommended for funding at this time. Any unallocated monies from each annual funding cycle will be rolled over into future funding cycles. The amount of available funding for FY 2008 and FY 2009 are estimates provided by FTA. If the amount appropriated when the Federal appropriations bill is passed differs from the estimates, adjustments will be made to the lowest ranked project being funded.

**Jobs Access and Reverse Commute (JARC) - Funding Recommendations**

The JARC evaluation committee had three members. The members selected for this evaluation committee were people that work closely with low income persons, including staff from the County of San Diego, Workforce Partnership, and Caltrans. The review committee met on November 30, 2007, and ranked applications received to develop a list of recommended projects for submittal to the Transportation Committee.

Attachment 1 includes the list of seven projects recommended to receive JARC funding. The seven recommended projects represent the top JARC projects based on the scoring and ranking performed by the evaluation committee. One project submitted by the Travelers Aid Society was determined to be non-responsive. SAFETEA-LU requires that all projects being funded must be derived from a need or strategy identified in the Coordinated Public Transit-Human Services Transportation Plan in order to be eligible for funding. The Travelers Aid proposal was based on addressing a need that was not identified in the Coordinated Plan. The scoring committee also recommended not funding the proposal from Full Access and Coordinated Transportation (FACT) in its current form and suggested that FACT reapply for the remaining funding in future years’ competitive processes with a more clearly articulated proposal. The scoring committee recommended funding the remaining seven projects. In order to compensate for the budget deficits facing the transit operators currently, the evaluation committee recommends pushing some of the funding for capital projects into future years. This includes splitting the NCTD Bus Stop Improvements between FY 2007 and FY 2008, and funding acquisition of HASTOPS bus scheduling software with funding available in FY 2009.

Based on the evaluation committee’s recommendations, the available JARC funding was not able to fully fund two projects—MTS Routes 960 and 905. In the case of Route 960, a total of $304,287 in funding over the three years between FY 2007-2009 is recommended out of the $334,381 requested. The additional $30,094 was requested to fund one new daily trip to accommodate a school overload situation. JARC grants may only be used to fund service for employment related transportation for low-income populations and as result the grant amount was reduced by $30,094Insufficient monies were available to fully fund MTS Route 905 in FY 2007 and FY 2008 because of its lower ranking. The evaluation committee recommended partially funding the route with all remaining funding available in FY 2007 and FY 2008, and fully funding it in FY 2009. This scenario would allocate a total of $1,004,353 over the three year period (out of $1,356,380
requested) to Route 905. The recommended funding levels leave $357,772 in unallocated monies available in FY 2009 for a future year competitive process.

In light of its current operating budget problems, MTS has requested consideration of how Route 905 might be fully funded in order to avoid possible service cutbacks. Staff has come up with two suggested modifications to the JARC evaluation committee’s recommendations that we feel would meet this request without changing the overall project rankings:

1. Fully fund the FY 2007 Route 905 funding request. MTS is looking to apply the FY 2007 JARC funding for its FY 2008 budget. Fully funding MTS request for $453,258 in FY 2007 JARC monies will ensure Route 905 subsidy needs in the current budget are met. Increasing the Route 905 FY 2007 JARC allocation means having to make changes to SANDAG’s Ridelink and NCTD Bus Stop funding requests as follows:

<table>
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<tr>
<th>JARC Allocations</th>
<th>FY 2007</th>
<th>FY 2008</th>
<th>FY 2009</th>
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<tr>
<td><strong>Ridelink</strong></td>
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<tr>
<td>Evaluation Committee recommendation</td>
<td>$168,000</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>Revised Staff recommendation</td>
<td>$0</td>
<td>$168,000</td>
<td>$0</td>
</tr>
<tr>
<td><strong>NCTD Bus Stops</strong></td>
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<tr>
<td>Evaluation Committee recommendation</td>
<td>$391,465</td>
<td>$391,465</td>
<td>$0</td>
</tr>
<tr>
<td>Revised Staff recommendation</td>
<td>$248,508</td>
<td>$534,422</td>
<td>$0</td>
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NCTD staff, in recognition of MTS budget problems, has agreed to the changes to its Bus Stop program allocations.

2. Pursue Statewide JARC Funding for Route 905. Most of Route 905 operates outside of the urbanized portion of the County (as defined by the federal census used for set JARC funding levels), thereby also making it eligible to be funded through a statewide competition for rural JARC funds administered by Caltrans. The statewide competition is anticipated to be held in early 2008 for FY 2007 and FY 2008 JARC monies. SANDAG will work with MTS to apply for these rural JARC monies for Route 905 to fund the costs of the route not funded through the SANDAG JARC grant program ($351,937).

Should the statewide JARC application not be successful, MTS would be faced with a shortfall in funding for Route 905 in its FY 2009 budget. Given that the current budget problems are expected to continue into FY 2009, staff recommends the Transportation Committee make a “contingency allocation” of $351,937 from the FY 2009 unallocated monies to Route 905, if MTS is not successful in obtaining funding for Route 905 in the statewide competition, to ensure MTS’ full JARC request is met.

A summary of recommended funding for each JARC project is included in Attachment 1.

**New Freedom - Funding Recommendations**

The New Freedom evaluation committee included two members of SANDAG staff, a Caltrans staff member and a representative from the Social Services Transportation Advisory Council (SSTAC). The review committee met on October 29, 2007, and ranked all of the applications received to develop a list of recommended projects for submittal to the Transportation Committee.
Attachment 1 includes the list of six projects recommended to receive New Freedom funding. One project submitted by Accessible San Diego was disqualified due to an inadequate match amount. The six projects recommended for funding represent the top New Freedom projects based on the ranking of projects performed by the scoring committee. The scoring committee is recommending these projects be funded for a total of $528,733 for FY 2007. This amount includes funding all eligible projects. Including the rollover from the previous year’s competitive process, there is $997,516 available in FY 2007. The remaining balance of $468,783 of FY 2007 funding will be rolled over for a future year competitive process. A summary of each of the projects recommended for funding is available in Attachment 1.

Next Steps

If the funding allocations outlined in Attachment 1 are recommended to the Board of Directors by the Transportation Committee, approval of the funding requests is scheduled for the December 21, 2007 Board of Directors meeting.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. JARC and New Freedom Grant Request project descriptions and rankings
   2. JARC and New Freedom Evaluation Criteria

Key Staff Contact Dan Levy, (619) 699-6942, dle@sandag.org
<table>
<thead>
<tr>
<th>Rank</th>
<th>Sponsor</th>
<th>Project Description</th>
<th>Requested Grant $</th>
<th>Recommended Grant $</th>
<th>Required Match</th>
<th>Comments</th>
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<tr>
<td>1</td>
<td>Metropolitan Transit System (MTS)</td>
<td>Route 30 Weekend Service: Route 30 is an existing route connecting the residential areas of downtown San Diego, Old Town/Midway, and Pacific Beach to jobs in both University City and Downtown. On weekdays, it operates with a 15-minute frequency, and on weekends it operates with 30-minute service all day. Weekend service was introduced in June 2006 in response to the 2003 Welfare to Work study prepared by SANDAG. The funds that have been requested are to fund existing service on Route 30 with no new service on this route proposed in the application. Operating funds have been requested.</td>
<td>FY 2007 - $370,008  FY 2008 - $379,316  FY 2009 - $388,633  TOTAL - $1,137,957</td>
<td>FY 2007 - $370,008  FY 2008 - $379,316  FY 2009 - $388,633  TOTAL - $1,137,957</td>
<td>50%</td>
<td>All requirements were met for this project, and the budget was accurate.</td>
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<td>2</td>
<td>SANDAG</td>
<td>Ridelink: The proposed project intends to convert 158 mechanical bike locker spaces found at 17 locations to electronic, on-demand spaces through the installation of retrofit devices. The current system of mechanical lockers allows one user only to be assigned a locker at a given time, blocking other users from using the resource and the space. The electronic, on-demand locker systems will remove these barriers to the user and are designed to serve 3-5 times the current number of users/commuters, as they will be assigned an electronic access card and are free to utilize any open bike locker. This will more efficiently and effectively utilize the same amount of locker spaces while meeting the needs of more commuters. The cost of retrofitting the current lockers is roughly half the cost of procuring a new brand of storage space, making the project cost-effective and environmentally friendly through the recycling of existing resources. Capital funds have been requested.</td>
<td>FY 2007 - $168,000  FY 2008 - $0  FY 2009 - $0  TOTAL - $168,000</td>
<td>FY 2007 - $0  FY 2008 - $168,000  FY 2009 - $0  TOTAL - $168,000</td>
<td>20%</td>
<td>All requirements were met for this project, and the budget was accurate.</td>
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<td>3</td>
<td>North County Transit District (NCTD)</td>
<td>NCTD Bus Stop Improvements: The proposed project would improve 27% of Escondido’s 301 bus stops which have high weekday ridership. The project components include engineering, construction management, and bus stop pad construction on 81 stops and benches on 79 stops. The project also proposes to add 2 shelters and provides trash cans and solar light installation on 81 stops. Capital funds have been requested.</td>
<td>FY 2007 - $782,929  FY 2008 - $0  FY 2009 - $0  TOTAL - $782,929</td>
<td>FY 2007 - $248,508  FY 2008 - $534,422  FY 2009 - $0  TOTAL - $782,929</td>
<td>20%</td>
<td>In order to allow for some funding to remain for future years’ competitive process, the amount of funding requested for this project was distributed over a two-year period.</td>
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<td>4</td>
<td>North County Transit District (NCTD)</td>
<td>SPRINTER Weekend Service: The opening of the SPRINTER light rail service between Oceanside and Escondido in December 2007 will create opportunities to attract new riders to transit as well as to reduce travel times. The SPRINTER will become NCTD’s principal transit route for people traveling between the cities of Oceanside, Vista, San Marcos, and Escondido. The proposed project would fund 50% of the operating costs to add 30-minute service frequencies on Saturdays (6AM to 6PM) and Sundays and Holidays (8AM to 6PM) for the SPRINTER from May 2008 to May 2011. The current SPRINTER timetable is scheduled to operate every hour on the weekends. This project will improve access for workers with non-traditional job schedules and provide more convenient connections for workers who transfer between the SPRINTER and the hourly bus routes on the weekends when service is less frequent. Operating funds have been requested.</td>
<td>FY 2007 - $156,375  FY 2008 - $156,375  FY 2009 - $156,375  TOTAL - $469,126</td>
<td>FY 2007 - $156,375  FY 2008 - $156,375  FY 2009 - $156,375  TOTAL - $469,126</td>
<td>50%</td>
<td>All requirements were met for this project, and the budget was accurate.</td>
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### Job Access & Reverse Commute Projects

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<tr>
<th>Rank</th>
<th>Sponsor</th>
<th>Project Description</th>
<th>Requested Grant $</th>
<th>Recommended Grant $</th>
<th>Required Match</th>
<th>Comments</th>
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| 5    | Metropolitan Transit System (MTS) | Route 960: This route is an existing route serving the residential areas of Southeastern San Diego and Mid-City and the employment areas of Kearny Mesa and University City. It is a fixed-route, express service operated with standard coaches, and it operates only on weekdays and only in the peak hours. Currently, 11 weekday, one-way trips are operated, but an additional AM peak northbound trip is proposed. The operating funds that have been requested are to fund existing service on Route 960 with the addition of the AM peak northbound trip as an expansion of the service on this route, for a total of 12 weekday, one-way trips. | FY 2007 - $111,014  
FY 2008 - $111,430  
FY 2009 - $111,937  
TOTAL - $334,381 | FY 2007 - $101,023  
FY 2008 - $101,401  
FY 2009 - $101,863  
TOTAL - $304,827 | 50% | This project has been awarded operating funds for the existing 11 trips serviced by Route 960, amounting to 91% of the total requested. Under the federal guidance for the JARC program, the proposed additional trip does not qualify for funding as the purpose of the trip would be to service junior high- and high school-aged children. |
| 6    | Metropolitan Transit System (MTS) | Route 905: This route is an existing fixed-route operating between the Otay Mesa Border Crossing and the Iris Avenue Trolley station, connecting South Bay residential communities with the emerging job center of Otay Mesa. It is a fixed-route service and operates standard coaches. On weekdays, it operates with a base 30-minute frequency which improves to a 15-minute frequency during the a.m. and p.m. peak periods. On weekends, it operates with a 30-minute service frequency all day. This project was identified in the 1999 and 2003 Welfare to Work studies prepared by SANDAG. The funds that have been requested are to fund existing service on Route 905 with no new service on this route proposed in the application. Operating funds have been requested. | FY 2007 - $453,258  
FY 2008 - $452,239  
FY 2009 - $450,793  
TOTAL - $1,356,380 | FY 2007 - $453,258  
FY 2008 - $100,302  
FY 2009 - $450,793  
TOTAL - $1,004,353  
Additional $351,937 in FY 09 monies to be allocated if statewide JARC grant is unsuccessful | 50% | All requirements were met for this project, and the budget was accurate. This project is recommended for partial funding in FY 2007 and FY 2008 with all remaining JARC funding, and full funded in FY 2009. |
| 7    | Metropolitan Transit System (MTS) | Hastops: HASTOP is a module that works with HASTUS software that allows the automatic production of the stop posters in a variety of user-selected formats. Stop-specific posters can show passing times and applicable notes for watch bus stops. Currently, MTSNCTD manually input stop data into custom-designed Excel spreadsheets. Purchasing HASTOP will allow MTSNCTD to develop these signs and distribute them in a more efficient and effective manner. Capital funds have been requested. | FY 2007 - $62,832  
FY 2008 - $0  
FY 2009 - $0  
TOTAL - $62,832 | FY 2007 - $0  
FY 2008 - $0  
FY 2009 - $62,832  
TOTAL - $62,832 | 20% | All requirements were met for this project, and the budget was accurate. Funding was not available for this project based on its rank in FY 2007 and FY 2008 so the evaluation committee recommends funding it fully in FY 2009 when there is funding available. |

### Projects Not Funded

<table>
<thead>
<tr>
<th>Rank</th>
<th>Sponsor</th>
<th>Project Description</th>
<th>Requested Grant $</th>
<th>Recommended Grant $</th>
<th>Required Match</th>
<th>Comments</th>
</tr>
</thead>
</table>
| 8    | Full Access & Coordinated Transportation (FACT) | Mobility Management: FACT proposes to create a Regional Mobility Management Center (RMMC) whose primary objective will be to work toward full mobility and access for low-income individuals and others of designated target populations, facilitated by the implementation of a direct program of technical assistance, information, and education. FACT will develop a ride scheduling center that is accessible through one phone number throughout the county. This centralized ride center will handle scheduling and dispatch and will employ the latest software and hardware technologies. Mobility management funds have been requested. | FY 2007 - $278,880  
FY 2008 - $278,880  
FY 2009 - $278,880  
TOTAL - $836,640 | FY 2007 - $0  
FY 2008 - $0  
FY 2009 - $0  
TOTAL - $0 | 50% | The evaluation committee recommends that the FACT proposal not be funded in its current form and encourages FACT to reapply for JARC funding in future years with a more clearly articulated proposal. |
<table>
<thead>
<tr>
<th>Rank</th>
<th>Sponsor</th>
<th>Project Description</th>
<th>Requested Grant $</th>
<th>Recommended Grant $</th>
<th>Required Match</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Travelers Aid Society</td>
<td>Job Access &amp; Reverse Commute Projects</td>
<td>Project Smart Commute proposes to provide transportation to low income and welfare recipients to find and keep jobs through a menu of services designed to meet their individual needs. Services would include the provision of bus passes, gas vouchers, tokens, and emergency taxi rides. Operating costs have been requested.</td>
<td>FY 2007 - $136,172&lt;br&gt;FY 2008 - $0&lt;br&gt;FY 2009 - $0&lt;br&gt;TOTAL - $136,172</td>
<td>$</td>
<td>50%</td>
</tr>
<tr>
<td></td>
<td>1 North County Transit District (NCTD)</td>
<td>New Freedom Projects</td>
<td>Mobility/Travel Training Program: This program provides opportunities for people with disabilities in northern San Diego County to increase mobility options and independence in their daily lives through Mobility/Travel Training. To accomplish this goal, North County Transit District (NCTD) provides two main transit training programs: Mobility Training and Travel Training. The training programs help individuals learn how to use the NCTD Rider’s Guide and its contents, create and plan travel options, and achieve independence through an individualized or group training where a trainee navigates the transit system on the BREEZE buses and COASTER. Operating funds have been requested to continue this program.</td>
<td>FY 2007 - $44,242&lt;br&gt;FY 2008 - $0&lt;br&gt;FY 2009 - $0&lt;br&gt;TOTAL - $44,242</td>
<td>FY 2007 - $44,242&lt;br&gt;FY 2008 - $0&lt;br&gt;FY 2009 - $0&lt;br&gt;TOTAL - $44,242</td>
<td>50%</td>
</tr>
<tr>
<td></td>
<td>2 City of Oceanside</td>
<td></td>
<td>The Oceanside Senior Shuttle Program is a newly contracted service that offers door-to-door transportation service to seniors over the age of 65 years that are residents of Oceanside. The service is offered equally to both ambulatory and non-ambulatory passengers through the use of mini-vans, sedans, and other personal vehicles. The Senior Shuttle program began on October 15, 2007, and has a one-year contract that expires on September 20, 2008. The program is predicted to provide 3,312 one-way trips annually, 1,656 trips for ambulatory seniors and 1,656 trips for non-ambulatory seniors. Operating costs have been requested.</td>
<td>FY 2007 - $23,300&lt;br&gt;FY 2008 - $0&lt;br&gt;FY 2009 - $0&lt;br&gt;TOTAL - $23,300</td>
<td>FY 2007 - $23,300&lt;br&gt;FY 2008 - $0&lt;br&gt;FY 2009 - $0&lt;br&gt;TOTAL - $23,300</td>
<td>50%</td>
</tr>
<tr>
<td></td>
<td>3 Jewish Family Services (JFS)</td>
<td></td>
<td>Volunteer Driver Transportation Service: JFS is proposing the establishment of a new volunteer driver program based on a similar program currently under operation called &quot;Rides &amp; Smiles.&quot; This new program would offer personal transportation to seniors and individuals with disabilities in the University Community area of San Diego County. Operating funds have been requested.</td>
<td>FY 2007 - $41,811&lt;br&gt;FY 2008 - $0&lt;br&gt;FY 2009 - $0&lt;br&gt;TOTAL - $41,811</td>
<td>FY 2007 - $41,811&lt;br&gt;FY 2008 - $0&lt;br&gt;FY 2009 - $0&lt;br&gt;TOTAL - $41,811</td>
<td>50%</td>
</tr>
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</table>
## JARC AND NEW FREEDOM PROJECT DESCRIPTIONS, EVALUATION, AND GRANT REQUESTS

### Job Access & Reverse Commute Projects

<table>
<thead>
<tr>
<th>Rank</th>
<th>Sponsor</th>
<th>Project Description</th>
<th>Requested Grant $</th>
<th>Recommended Grant $</th>
<th>Required Match</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>La Mesa</td>
<td>Rides4Neighbors: This volunteer driver service would provide elderly and disabled residents with transportation assistance for medical, essential shopping, personal business, and other community transportation needs, both within and outside La Mesa City limits. The program would establish a pool of screened, insured, and trained volunteer drivers, who will receive mileage reimbursement for the use of their own personal vehicles. Funding would support a part-time transportation specialist responsible for volunteer recruitment, outreach, passenger screening, ride coordination, and interagency coordination of transportation information and resources. Operating funds have been requested.</td>
<td>FY 2007 - $76,500  FY 2008 - $76,500  FY 2009 - $76,500  TOTAL - $229,500</td>
<td>FY 2007 - $76,500  FY 2008 - $76,500  FY 2009 - $76,500  TOTAL - $229,500</td>
<td>50%</td>
<td>All requirements were met for this project, and the budget was accurate. The proposed project was derived from the Coordinated Plan and will address the coordination of transportation resources to provide improved access for transit-dependent older residents and persons with disabilities to vital services both inside and outside La Mesa city limits.</td>
</tr>
<tr>
<td>5</td>
<td>FACT</td>
<td>Mobility Management: FACT proposes to create a Regional Mobility Management Center (RMMC) whose primary objective will be to work toward full mobility and access for low-income individuals and others of designated target populations, facilitated by the implementation of a direct program of technical assistance, information, and education. FACT will develop a ride scheduling center that is accessible through one phone number throughout the county. This centralized center will handle scheduling and dispatch and will employ the latest software and hardware technologies. Mobility management funds have been requested.</td>
<td>FY 2007 - $278,880  FY 2008 - $278,880  FY 2009 - $278,880  TOTAL - $836,640</td>
<td>FY 2007 - $278,880  FY 2008 - $278,880 FY 2009 - $278,880  TOTAL - $836,639</td>
<td>50%</td>
<td>All requirements were met for this project, and the budget was accurate. The proposed project was derived from a stated need(s) in the Coordinated Plan.</td>
</tr>
<tr>
<td>6</td>
<td>All Congregations Together (ACT)</td>
<td>Community Linkage Transportation: ACT is currently transporting seniors, youth, and individuals with limited means, as well as individuals with disabilities. Transportation requests often occur for individuals that require a vehicle that will accommodate wheelchair access. ACT is unable, at this time, to accommodate that request due to not having a paratransit vehicle. ACT is requesting funds to make a capital investment in a wheelchair-lifting device vehicle. The addition of a paratransit equipped vehicle will facilitate in the service of an estimated 1,250-5,200 persons with disabilities annually. Capital funds have been requested.</td>
<td>FY 2007 - $64,000  FY 2008 - $0  FY 2009 - $0  TOTAL - $64,000</td>
<td>FY 2007 - $64,000  FY 2008 - $0  FY 2009 - $0  TOTAL - $64,000</td>
<td>20%</td>
<td>All requirements were met for this project, and the budget was accurate. The proposed project was derived from a stated need(s) in the Coordinated Plan.</td>
</tr>
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</table>

### Projects Not Funded

<table>
<thead>
<tr>
<th>Rank</th>
<th>Sponsor</th>
<th>Project Description</th>
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<th>Recommended Grant $</th>
<th>Required Match</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Accessible San Diego</td>
<td>The Access Information Services for Transit Riders with Disabilities (TAISTRD): The proposed project intends to expand the existing Information Center for Visitors &amp; San Diegans with Disabilities by providing extensive accessible information pertaining to public transit and paratransit for individuals with disabilities and seniors. Mobility Management funds are requested.</td>
<td>FY 2007 - $92,500  FY 2008 - $92,500  FY 2009 - $0  TOTAL - $185,000</td>
<td></td>
<td>50%</td>
<td>Under the federal regulations for the New Freedom program, organizations may apply for funding for &quot;new&quot; enhancements to existing programs, but can only request funding for the portion of the project that is new or &quot;enhanced&quot; and not the entire project. This project asked SANDAG to approve funding for the portion of the project that is new, as opposed to the entire project.</td>
</tr>
</tbody>
</table>

(getActivity())
Jobs Access and Reverse Commute (JARC)
Scoring Criteria

The following information and scoring criteria will be used to score and rate project applications for Jobs Access and Reverse Commute (JARC) funding.

A. **Project Needs/Goals and Objectives (20 points):** The project should directly address transportation gaps and/or barriers identified in the 2008 - 2011 Short-Range Transit Plan and Coordinated Public Transit and Human Services Transportation Plan (Coordinated Plan). Project application should clearly state the overall program goals and objectives and demonstrate how the project was derived from the strategies identified in the Coordinated Plan.

B. **Implementation Plan (20 points):** For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, including days and hours of operation for operating grants. The applicant must describe implementation steps and timelines for carrying out the plan. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided. The service operations plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.

For projects seeking funds for capital purposes, the applicant must provide a solid rationale for use of JARC funds for this purpose and demonstrate that no other sources of funds are appropriate to meet this need. Also, the applicant must provide an implementation plan and timelines for completing the capital project.

C. **Project Budget (15 points):** Projects must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period. Proponent shall demonstrate how using this funding leverages resources to the maximum possible extent.

D. **Financial and Environmental Sustainability (15 points):** The highest point scores will be awarded to those that have a high probability of becoming self-sufficient (e.g., not require JARC funding) in future years. Points may also be awarded for projects that are environmentally sustainable or promote good environmental stewardship.

E. **Coordination and Program Outreach (15 points):** Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Project sponsors should clearly identify project stakeholders and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project. **Letters of support from key stakeholders should be attached to the grant application.**

F. **Program Effectiveness and Performance Indicators (10 points):** The project will be scored based on the project sponsor’s ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need, and is a cost-effective approach. Project sponsors must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. If an organization
operates similar services they must show how this service compares in terms of efficiency and cost-effectiveness with other services currently being operated. For grants that involve providing a transportation service, the cost per passenger trip must be indicated, as well as the estimated typical trip length.

A plan should be provided for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved. Sponsors should describe their steps to measure the effectiveness and magnitude of the impact that the project will have on low income residents.

G. **Innovation (5 points):** Provides new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.
New Freedom Scoring Criteria

The following information and scoring criteria will be used to score and rate project applications for New Freedom (NF) funding.

A. Project Needs/Goals and Objectives (20 points): The project should directly address transportation gaps and/or barriers identified in the 2008 – 2011 Short-Range Transit Plan and Coordinated Public Transit and Human Services Transportation Plan (Coordinated Plan). Project application should clearly state the overall program goals and objectives and demonstrate how the project was derived from the strategies identified in the Coordinated Plan.

B. Implementation Plan (20 points): For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, including days and hours of operation for operating grants. The applicant must describe implementation steps and timelines for carrying out the plan. The project application should indicate the number of persons expected to be served and the number of trips (or other units of service) expected to be provided. The service operations plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.

For projects seeking funds for capital purposes, the applicant must provide a solid rationale for use of NF funds for this purpose, and demonstrate that no other sources of funds are appropriate to meet this need. Also, the applicant must provide an implementation plan and timelines for completing the capital project.

C. Project Budget (15 points): Projects must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period. Proponent shall demonstrate how using this funding leverages resources to the maximum possible extent.

D. Financial and Environmental Sustainability (15 points): The highest point scores will be awarded to those that have a high probability of becoming self-sufficient (e.g., not require JARC funding) in future years. Points may also be awarded for projects that are environmentally sustainable or promote good environmental stewardship.

E. Coordination and Program Outreach (15 points): Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Project sponsors should clearly identify project stakeholders and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project. Letters of support from key stakeholders should be attached to the grant application.

F. Program Effectiveness and Performance Indicators (10 points): The project will be scored based on the project sponsor’s ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need and is a cost-effective approach. Project sponsors must also identify clear, measurable, outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. If an organization operates similar services they must show how this service compares in terms of efficiency and
cost-effectiveness with other services currently being operated. For grants that involve providing a transportation service, the cost per passenger trip must be indicated, as well as the estimated typical trip length.

A plan should be provided for ongoing monitoring and evaluation of the service and steps to be taken if original goals are not achieved. Sponsors should describe their steps to measure the effectiveness and magnitude of the impact that the project will have on disabled residents.

G. **Innovation (5 points):** Provides new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.
SAN DIEGO SMART PARKING PILOT PROJECT

Introduction

SANDAG, Caltrans, North County Transit District (NCTD), and Federal Highway Administration (FHWA) are jointly working on the implementation of a Smart Parking Pilot Project at selected COASTER stations. The Smart Parking Pilot Project is being conducted using state and federal grant funds totaling $1.28 million. This report provides a description of the Smart Parking Pilot Project including an overview of key project efforts and milestones.

Discussion

The concept of smart parking is to utilize modern technologies to deliver an effective parking management system. Smart parking systems achieve this by collecting real-time information about the availability of parking for a particular location or space within a parking facility. This information can then be used to direct travelers to the appropriate location, reducing vehicle miles traveled and congestion in urban cores. Smart parking systems can also be used for developing parking management strategies that balance utilization and deliver enhanced services. Such strategies can be used to optimize the use of existing parking infrastructure and allow for development of parking business models; thus improving management of parking supply/demand and create funding resource opportunities for expanding and maintaining parking facilities.

The smart parking concept has been successfully implemented in European, United Kingdom, and Japanese cities to more efficiently use parking capacity and increase transit ridership. Lessons learned and research findings from these systems indicate that smart parking can result in enhanced transit services and benefits to choice transit riders. The benefits include providing convenient (provide real time and advance parking instructions and availability) and reliable access to transit parking facilities (provide pre-reserved parking management system). Research findings also suggest a significant relationship between transit use and transit parking. Providing convenient and reliable access to parking is an essential factor to making transit more competitive to driving alone.

Building upon these smart parking experiences, SANDAG, Caltrans, NCTD, and FHWA and in coordination with the project consultant, U.C. Berkeley, Partners for Advance Transit and Highway (PATH) will undertake a pilot deployment to test the smart parking concept at selected parking facilities along the COASTER corridor. This pilot project will build upon a previous research project conducted by PATH in conjunction with the Bay Area Rapid Transit (BART) District in the San Francisco Bay Area. The BART research project involved an evaluation of using smart parking for 50 parking spaces at a high-demand transit station whose parking facility was at near full capacity.
The findings of the project were positive in user acceptance, attraction of new transit riders, and the introduction of pricing.

**San Diego Smart Parking Pilot Project**

The San Diego Smart Parking Pilot project will investigate the use of modern technologies to collect parking data, provide real-time parking information to COASTER customers, and examine innovative parking pricing methods. The pilot project will include the implementation of pricing strategies, subject to NCTD approval and based on review of feasibility assessment phase findings.

The primary objective of the project is to demonstrate and evaluate how smart parking system technologies can be used to:

- Improve parking management capabilities through the delivery of actual parking utilization data.
- Enhance transit services by delivering real-time information to customers as a means of increasing access, convenience, and reliability to parking availability.
- Measure user acceptance of paid and preferential based parking strategies.
- Develop and evaluate the application of parking pricing management strategies and business models as a means to generate alternative funding sources for increasing parking supply, maintenance, and enhanced parking facilities.

The project involves the installation of small stationary parking censors and wireless communications at the selected COASTER stations and transmission of data to a central system. These devices will transmit and provide real-time information about parking utilization and availability. Such a system will provide the ability to dynamically monitor parking supply by taking count data from entrance and exit points within the parking stations and also occupancy at selected parking spaces. The smart parking concept introduces a powerful management system and customer information tool which will support COASTER parking users via the internet, cell phone, or other traveler information systems like our 511 program.

Completion of the project is anticipated for summer 2010 and is inclusive of two key milestones. The first milestone includes the completion of the initial feasibility and data collection phase, which is currently underway and expected to be completed by March 2008. The second key milestone includes the development and undertaking of a pricing pilot project phase, which will be subject to NCTD review and approval. The timeline for this milestone will be initiated upon completion of the initial feasibility phase and will run through summer of 2010. It is anticipated that progress reports and evaluations will be provided on an ongoing basis for review and approval throughout completion of the project.

JACK BODA
Director of Mobility Management and Project Implementation

Attachment: 1. PROGRAM WORK ELEMENT: 6000800 (New Element)

Key Staff Contact: Alex Estrella, (619) 699-1928, aes@sandag.org
MANDATED/COMMITTED: ALL
DEDICATED FUNDING: FULL

PROGRAM WORK ELEMENT: 6000800
TITLE: SAN DIEGO SMART PARKING PILOT PROJECT

FY 2008 BUDGET: $320,000
STRATEGIC GOAL: IMPROVE MOBILITY

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<td>Pass through/In-kind Services</td>
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<td>TOTAL</td>
<td>$0</td>
<td>$320,000</td>
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Note: The Smart Parking Pilot Project is being conducted by using State and Federal grant funds totaling $1.28 million. The State funds totaling $640,000 have been awarded directly to the project consultant by Caltrans Department of Research and Innovation.

**OBJECTIVE**

The objectives of this work element are to: (1) examine the use of modern technologies as a cost effective solution for improving parking management; (2) enhancing transit services by providing customers access to real-time parking availability; (3) conduct on-going evaluation of user acceptance of paid and preferential based parking strategies; and (4) evaluate parking pricing business models as a means to generate alternative funding sources for increasing parking supply and enhanced parking facilities. The objectives
are intended to serve as the framework for determining if smart parking systems can be expanded to other transit facilities and to establish the core components of a regional parking management system.

PREVIOUS AND ONGOING WORK

SANDAG seeks to build upon a smart parking system research project conducted in the San Francisco Bay Area through the completion of a pilot project. Through this project, SANDAG will investigate the use of modern technologies to collect parking data, provide real-time information to COASTER customers, and examine innovative parking pricing methods. The study area and corresponding data collection, analysis, and initial feasibility assessment phase will be based on information gathered at COASTER rail. Completion of the project is anticipated for summer 2010.

Committee(s): Transportation Committee
Working Group(s): Intelligent Transportation System CEO Working Group
Project Manager: Alex Estrella

PRODUCTS, TASKS, AND SCHEDULES

<table>
<thead>
<tr>
<th>LEVEL OF MANDATE</th>
<th>TASK #</th>
<th>% OF EFFORT</th>
<th>TASK DESCRIPTION / PRODUCT / COMPLETION DATE</th>
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<tbody>
<tr>
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<td></td>
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</tr>
<tr>
<td>RTPA ITS Technology</td>
<td>1</td>
<td>35</td>
<td><strong>Task Description:</strong> Perform Pilot Project Feasibility Assessment. Key activities include pre-project and project team planning efforts, background and literature review, and project scope and budgeting resource assessment. Project specific effort will include the implementation of smart parking technology for initiation of data collection and project site assessment analysis. The data collection and analysis efforts will be supplemented with customer user and travel behavior surveys. <strong>Product:</strong> Feasibility Assessment Findings <strong>Completion Date:</strong> 04/29/2008</td>
</tr>
<tr>
<td>RTPA ITS Technology</td>
<td>2</td>
<td>15</td>
<td><strong>Task Description:</strong> Develop Smart Parking Management Strategies. Information provided will be based on Feasibility Assessment findings and will be presented as recommendations for management strategies to NCTD for review, approval, and pilot implementation direction. <strong>Product:</strong> Smart Parking Management Strategies. <strong>Completion Date:</strong> 06/30/2008</td>
</tr>
<tr>
<td>RTPA ITS Technology</td>
<td>3</td>
<td>35</td>
<td><strong>Task Description:</strong> Pilot Project Implementation at selected Coaster stations to be determined and approval of NCTD. <strong>Product:</strong> Pilot Project Implementation – On-going <strong>Completion Date:</strong> 06/30/2010</td>
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<tr>
<td>RTPA ITS Technology</td>
<td>4</td>
<td>15</td>
<td><strong>Task Description:</strong> On-going review, analysis, assessment, and reporting of pilot project implementation performance. Staff efforts will also include on-going oversight of smart parking technology and system maintenance and operational performance. <strong>Product:</strong> On-going oversight <strong>Completion Date:</strong> 06/30/2010</td>
</tr>
</tbody>
</table>

FUTURE ACTIVITIES

Future activities will include continued pilot project oversight and coordination with regional and local agency project partners including NCTD and Caltrans. Efforts will include review and documentation of the
entire process and background work for developing, implementing, and operating the smart parking system. SANDAG anticipates that the results from the pilot project implementation will provide keen insight to other agencies interested in establishing a smart parking system as a tool to help better manage parking demand and as a mean for implementing a parking pricing strategy. For the San Diego region, pilot project outcomes will serve as the framework for determining if smart parking systems can be expanded to other transit facilities as a means to increase transit mode-share, and create an on-going revenue stream.

Accordingly, should the pilot prove successful, SANDAG staff would work to investigate the application of this smart parking system concept on a system-wide basis to expand beyond transit and include, municipal, and private facilities. This could potentially lead to a regional parking management system and provide an effective demand management tool for decreasing congestion.

[PLEASE RETURN APPROVED COPY WITH AGENDA REPORT TO GWEN KRUGER, DOCUMENT PROCESSING, AND TIM WATSON, FINANCE]
MID-CITY INTERSTATE 15 BUS RAPID TRANSIT STATIONS
STATUS REPORT

Introduction

Following on from a previous information item to the October 19, 2007, Transportation Committee meeting, staff is undertaking a design charrette process with the Mid-City community to develop alternatives for future Interstate 15 (I-15) Bus Rapid Transit (BRT) stations at El Cajon Boulevard and University Avenue. This report discusses the working group membership and charter, project schedule, and budget.

During the recent development of freeway median design concepts, Caltrans District 11 and the California Highway Patrol (CHP) raised operational safety concerns regarding the median station design with crossover bus lanes based on problems experienced in Los Angeles with a similar station design. Based on the design issues raised by Caltrans, an alternative station design is needed.

A community working group has been established by City of San Diego Councilmember Toni Atkins to participate in the development and evaluation of alternative station design concepts for the I-15 Mid-City BRT stations in conjunction with SANDAG, Caltrans, the Metropolitan Transit System (MTS), and the City of San Diego.

Discussion

Community Ad Hoc Working Group

A 13-member Community Ad Hoc Working Group (see Attachment 1) was created to serve in an advisory capacity to the Transportation Committee on the station redesign effort. The project charter for the working group is included as Attachment 2. The kick-off meeting was held on November 27, 2007, and a second meeting is set for December 11, 2007. We expect the working group to meet twice a month between now and early summer 2008 when the station design alternative(s) are scheduled to be brought forth to the Transportation Committee for consideration to carry forth into the environmental process.

At the kick-off meeting, the ad hoc working group reviewed the charter and schedule for working group meetings, and considered a range of performance criteria by which alternative station concepts will be evaluated. At the December 11 meeting, we expect to finalize the performance criteria and begin the conceptualization of possible station alternatives to be evaluated.
Design Charette Process

A number of design concepts for the transit stations will be developed to a level of detail necessary to measure costs, benefits, and impacts, and assess how well they achieve the performance criteria. Areas of analysis will include: capital and operating costs, civil/traffic/structural engineering, pedestrian access, and environmental impacts.

The Community Working Group and agency staff will develop the station design alternative(s) by summer of 2008 so that they can be analyzed through an appropriate environmental process. The environmental process would be followed by final design and construction, with the aim of implementing the stations in conjunction with the introduction of I-15 BRT service in 2012.

The process for the development of preferred alternative(s) will include the following steps:

- Identification of performance evaluation criteria
- Creation of technical analysis scope of work
- Development of range of station design concepts
- Analysis of station design concepts against criteria
- Review of station design concepts at community open house
- Selection of preferred station design alternative(s)
- Refinement of preferred station design capital cost estimates

Staff estimates that planning costs for this design charette process will be approximately $200,000 depending on the station design concepts that are evaluated. Funding for the design charette will be obtained through the I-15 BRT Capital Improvement Program budget (CIP 1201508). Capital funding of $22.3 million for the station facilities is provided in the TransNet Early Action Program.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. Ad Hoc Working Group Membership
              2. Ad Hoc Working Group Charter

Key Staff Contact: Barrow Emerson, (619) 699-1961, bem@sandag.org
## I-15 Mid-City BRT Stations Ad Hoc Working Group Membership

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DRAFT AD HOC WORKING GROUP CHARTER
I-15 Bus Rapid Transit Mid-City Station Area Planning

PURPOSE
An ad hoc working group is required to support the process of developing a preferred design concept for BRT stations along I-15 at El Cajon Boulevard and University Avenue.

LINE OF REPORTING
This ad hoc working group will provide advice to Council Member Atkins and the SANDAG Transportation Committee.

RESPONSIBILITIES
The ad hoc working group will provide advice on the development of design alternatives and serve as a forum for community input to the project.

MEMBERSHIP
The ad hoc working group will consist of representatives of the El Cajon Blvd and City Heights Business Associations, the Normal Heights, Kensington-Tallmadge, and City Heights Community Planning Groups, the City Heights Project Area Committee, the City Heights Community Development Corporation, and the Teralta West and Cherokee Point Neighborhood Associations.

Meetings will be open to the general public and will include specific public comment opportunities

SANDAG, MTS, Caltrans, and the City of San Diego will staff the project.

MEETING TIME AND LOCATION
The ad hoc working group will meet as needed (1-2 times a month) through approximately the summer of 2008 as required to develop preferred alternatives which would be recommended to the Transportation Committee for consideration in an environmental process leading to implementation of transit stations at I-15 University Avenue and El Cajon Boulevard. General public information forum(s) will be provided during the project as appropriate.

SELECTION OF THE CHAIR
Council Member Atkins has appointed Steve Russell to serve as the ad hoc working group chair to convene and facilitate the meetings to support of the SANDAG project manager.

DURATION OF EXISTENCE
The ad hoc working group would meet through the process of recommending preferred alternatives for environmental consideration and could have a role during the later stages of project development.
2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:
AMENDMENT NO. 9.1

File Number 4000600

Introduction

On August 4, 2006, the SANDAG Board of Directors adopted the 2006 Regional Transportation Improvement Program (RTIP), the five-year program of major transportation projects in the San Diego region covering the period FY 2007 to FY 2011.

Recommendation

The Transportation Committee is asked to approve Amendment No. 9.1 to the 2006 RTIP.

Discussion

SANDAG processes amendments generally on a quarterly basis and occasionally on a more frequent basis as unforeseen circumstances arise. The 2006 RTIP allows for two different types of amendments: administrative and formal. Formal amendments require, among other things, a 30-day public review, fiscal constraint analysis, and federal as well as state approval. Administrative amendments, which require state approval only, are for changes that are minor in nature, such as a revision of funding between fiscal years. Amendment No. 9.1 qualifies as an administrative amendment. Caltrans requested a minor change to its State Route (SR) 52 project as discussed below. Also see Table 1 (Attachment 1).

Caltrans

SR 52 Freeway (CAL26): The federal transportation legislation Safe, Accountable, Flexible and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) authorized a total of $10 million in High Priority Program (HPP) funds. HPP funds are allocated annually (20 percent per year based on a five-year authorization). Through FY 2008, total HPP available should be $8 million; however, without a federal budget, only part of the FY 2008 funding is available. As a result, this amendment proposes to reduce the HPP program amount in FY 2008 (from $8 million down to $6 million) and program the remaining amount ($2 million) to HPP-Advance Construction (AC) funds source. This proposed change does not affect the project cost, scope or schedule but will allow Caltrans to utilize whatever funding is available to continue the project while pursuing the full obligation of HPP funds once the federal budget is approved. The total project budget remains unchanged at $599.5 million. This change has been requested by Caltrans to demonstrate full funding of this project in support of the State Transportation Improvement Program allocation pending California Transportation Commission (CTC) action in December 2007.

RENÉE WASMUND
Director of Finance

Attachments: 1. Table 1: 2006 Regional Transportation Improvement Program Amendment No. 9.1
San Diego Region

Key Staff Contact: Sookyung Kim, (619) 699-6909, ski@sandag.org
Table 1

<table>
<thead>
<tr>
<th>Table 1</th>
<th>2006 Regional Transportation Improvement Program</th>
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<tr>
<td>Amendment No. 9.1</td>
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**Caltrans**

**MPO ID:** CAL26  
**Capacity Status:** CI  
**RTIP #:** 06-09.1  
**TITLE:** State Route 52 Freeway (E&F)  
**DESCRIPTION:** From SR 125 to Cuyamaca Street to SR 67 - construct 4 lane freeway (DEMO ID: CA424/CA604; HPP No: 1134/2735)  
**CHANGE REASON:** Revise funding between fiscal years

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Tuesday, November 27, 2007
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Tuesday, November 27, 2007
## 2006 Regional Transportation Improvement Program
### Amendment No. 9.1
#### San Diego Region (in $000s)

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<td>Transportation &amp; Community &amp; System Preservation (Federal)</td>
</tr>
<tr>
<td>TDA</td>
<td>Transportation Development Act (State)</td>
</tr>
<tr>
<td>TDA-B</td>
<td>Transportation Development Act-Bicycle &amp; Pedestrian Facilities (State)</td>
</tr>
<tr>
<td>TEA</td>
<td>Transportation Enhancement Activities Program (Federal)</td>
</tr>
<tr>
<td>TSM</td>
<td>Transportation Systems Management (State)</td>
</tr>
<tr>
<td>TransNet-78</td>
<td>Prop. A Local Transportation Sales Tax - SR 78 (Local)</td>
</tr>
<tr>
<td>TransNet-H</td>
<td>Prop. A Local Transportation Sales Tax - Highway (Local)</td>
</tr>
<tr>
<td>TransNet-L</td>
<td>Prop. A Local Transportation Sales Tax - Local Streets &amp; Roads (Local)</td>
</tr>
<tr>
<td>TransNet-LSI</td>
<td>Prop. A Extension Local Transportation Sales Tax - Local System Improvements (Local)</td>
</tr>
<tr>
<td>TransNet-MC</td>
<td>Prop. A Extension Local Transportation Sales Tax - Major Corridors (Local)</td>
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<tr>
<td>TransNet-REMP</td>
<td>Prop. A Extension Local Transportation Sales Tax - Regional Environmental Mitigation (Local)</td>
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<tr>
<td>TransNet-T</td>
<td>Prop. A Local Transportation Sales Tax - Transit (Local)</td>
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<tr>
<td>TransNet-TSI</td>
<td>Prop. A Extension Local Transportation Sales Tax - Transit System Improvements (Local)</td>
</tr>
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</table>
TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENT:
COUNTY OF SAN DIEGO

Introduction

Each year, SANDAG undertakes a review of bicycle and pedestrian projects funded under Transportation Development Act (TDA) Article 3.0 programs. The purpose of the review is to identify projects that have been completed by the sponsoring agency. The review has been completed for the County of San Diego projects. After a final accounting, unexpended funds from the County of San Diego projects remain, and the allocations for these TDA claims must be reduced by a total of $100,400.

Discussion

This annual review of the County of San Diego bicycle and pedestrian projects funded under TDA Article 3.0 identified a total of $100,400 in adjustments for the projects listed below:

<table>
<thead>
<tr>
<th>Claimant</th>
<th>Purpose</th>
<th>Current Allocation</th>
<th>Recommended Adjustment</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>County of San Diego</td>
<td>Bancroft Drive</td>
<td>$66,196</td>
<td>($331)</td>
<td>$65,865</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Jamacha Blvd Bikelane</td>
<td>$138,288</td>
<td>($39,548)</td>
<td>$98,740</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Safety Education Program</td>
<td>$10,000</td>
<td>($4,269)</td>
<td>$5,731</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Secure Storage</td>
<td>$12,000</td>
<td>($12,000)</td>
<td>$0</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Camino Del Norte</td>
<td>$4,200</td>
<td>($1,696)</td>
<td>$2,504</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Secure Storage</td>
<td>$27,500</td>
<td>($27,500)</td>
<td>$0</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Apple Street</td>
<td>$3,000</td>
<td>($2,529)</td>
<td>$471</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Sweetwater Park Design</td>
<td>$50,000</td>
<td>($12,527)</td>
<td>$37,473</td>
</tr>
</tbody>
</table>

The unexpended funds, plus accumulated interest of approximately $60,000 will be returned to the Local Transportation Fund, subject to Transportation Committee approval, for use on other bicycle and pedestrian projects. Allocations for other approved projects under these claims remain unchanged.

In addition, the following completed projects expended all the allocated TDA funds, but have interest earnings of approximately $4,100 to be returned.

Recommendation

The Transportation Committee is asked to approve Resolution No. 2008-05, approving revisions to TDA Article 3.0 claims for various County of San Diego completed bicycle and pedestrian projects.
<table>
<thead>
<tr>
<th>Claimant</th>
<th>Purpose</th>
<th>Current Allocation</th>
<th>Recommended Adjustment</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>County of San Diego</td>
<td>Borrego Springs Rd</td>
<td>$21,700</td>
<td>($0)</td>
<td>$21,700</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Sweetwater-Ctrl/Bonita</td>
<td>$317,218</td>
<td>($0)</td>
<td>$317,218</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Ramona Street</td>
<td>$100,000</td>
<td>($0)</td>
<td>$100,000</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>Stagecoach/Gum Tree</td>
<td>$90,000</td>
<td>($0)</td>
<td>$90,000</td>
</tr>
</tbody>
</table>

RENÉE WASMUND
Director of Finance

Attachment: 1. Resolution No. 2008-05

Key Staff Contact: Lisa Kondrat-Dauphin, (619) 699-1942, lko@sandag.org
RESOLUTION NO. 2008-05

APPROVING REVISIONS TO TRANSPORTATION DEVELOPMENT ACT CLAIMS

WHEREAS, the Transportation Development Act (TDA) claims listed below require revisions; and

WHEREAS, the SANDAG Board of Directors delegated the authority for Transportation Development Act amendments to the SANDAG Transportation Committee; and

WHEREAS, SANDAG has analyzed the allocations and has found that the revisions are warranted pursuant to Section 6659(c) of Title 21 of the California Code of Regulations (CCR); NOW THEREFORE

BE IT RESOLVED BE IT RESOLVED by the Transportation Committee as follows:

1. That the Transportation Committee, pursuant to CCR Section 6659(d) does hereby approve revisions to the claims as shown below:

<table>
<thead>
<tr>
<th>Article</th>
<th>Year</th>
<th>Claim</th>
<th>Claimant</th>
<th>Purpose</th>
<th>Current Allocation</th>
<th>Adjustment</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>1987</td>
<td>183</td>
<td>County of San Diego</td>
<td>Bancroft Drive</td>
<td>$66,196</td>
<td>($331)</td>
<td>$65,865</td>
</tr>
<tr>
<td>3</td>
<td>1991</td>
<td>213</td>
<td>County of San Diego</td>
<td>Jamacha Blvd Bikelane</td>
<td>$138,288</td>
<td>($39,548)</td>
<td>$98,740</td>
</tr>
<tr>
<td>3</td>
<td>1991</td>
<td>213</td>
<td>County of San Diego</td>
<td>Safety Education Program</td>
<td>$10,000</td>
<td>($4,269)</td>
<td>$5,731</td>
</tr>
<tr>
<td>3</td>
<td>1992</td>
<td>227</td>
<td>County of San Diego</td>
<td>Secure Storage Camino Del Norte</td>
<td>$12,000</td>
<td>($12,000)</td>
<td>$0</td>
</tr>
<tr>
<td>3</td>
<td>1994</td>
<td>257</td>
<td>County of San Diego</td>
<td>Secure Storage</td>
<td>$4,200</td>
<td>($1,696)</td>
<td>$2,504</td>
</tr>
<tr>
<td>3</td>
<td>1994</td>
<td>257</td>
<td>County of San Diego</td>
<td>Apple Street</td>
<td>$3,000</td>
<td>($2,529)</td>
<td>$471</td>
</tr>
<tr>
<td>3</td>
<td>1998</td>
<td>297</td>
<td>County of San Diego</td>
<td>Sweetwater Park Designs</td>
<td>$50,000</td>
<td>($12,527)</td>
<td>$37,473</td>
</tr>
<tr>
<td>3</td>
<td>1998</td>
<td>297</td>
<td>County of San Diego</td>
<td>Borrego Springs Rd</td>
<td>$21,700</td>
<td>($0)</td>
<td>$21,700</td>
</tr>
<tr>
<td>3</td>
<td>2000</td>
<td>326</td>
<td>County of San Diego</td>
<td>Sweetwater - Ctrl/Bonita</td>
<td>$317,218</td>
<td>($0)</td>
<td>$317,218</td>
</tr>
<tr>
<td>3</td>
<td>2000</td>
<td>326</td>
<td>County of San Diego</td>
<td>Ramona Street</td>
<td>$100,000</td>
<td>($0)</td>
<td>$100,000</td>
</tr>
<tr>
<td>3</td>
<td>2002</td>
<td>347</td>
<td>County of San Diego</td>
<td>Stagecoach / Gum Tree</td>
<td>$90,000</td>
<td>($0)</td>
<td>$90,000</td>
</tr>
</tbody>
</table>
2. That any interest earnings associated with the above projects will be returned.

3. That the other approved projects under these claims shall remain unchanged.

4. That the Transportation Committee does hereby authorize the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for adjustment of these claims and return of interest earnings.

PASSED AND ADOPTED this 14th day of December 2007.

________________________________________           ATTEST: ________________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
San Diego Association of Governments

TRANSPORTATION COMMITTEE

December 14, 2007

AGENDA ITEM NO.: 13

Action Requested: DISCUSSION/POSSIBLE ACTION

STATUS OF TransNet MAINTENANCE OF EFFORT (MOE) AUDITS

File Number 1110200

Introduction

The TransNet Extension Ordinance requires the setting of new Maintenance of Effort (MOE) levels. The process is nearly complete and a few issues have been raised for which Transportation Committee guidance is sought. It is anticipated that the resolution of these issues will be documented in an amendment to Board Policy No. 31, “TransNet Ordinance and Expenditure Plan Rules.”

Recommendation

The Transportation Committee is asked to provide guidance with respect to the issues outlined below.

Discussion

Section 8 of the TransNet Extension Ordinance (Attachment 1) prescribes the requirement to develop a new MOE level, based on the level of local discretionary funds expended for street and road purposes on average over the fiscal years 2000-01, 2001-02 and 2002-03. The MOE level will then be subject to adjustment every three years based on the Construction Cost Index developed by Caltrans, not to exceed the growth rate in the local jurisdiction’s general fund revenues over the same time period.

Last February, the Independent Taxpayer Oversight Committee (ITOC) reviewed and commented on the set of procedures that were proposed to be used by SANDAG’s auditors, Caporicci & Larson (C&L), to perform the MOE audits. Since that time, the audits have been underway and are substantially complete. The result of these procedures will be a new MOE base that will then be applied in fiscal year 2009, which is the first year the requirements under the TransNet Extension ordinance will apply.

We have waited to finalize the audits so that we could compile and address any questions and concerns that were raised during the audits and then apply the resolution to those questions on a consistent basis across the 18 cities and the County. It is anticipated that the resolution to the questions will also be added to Board Policy No. 031, “TransNet Ordinance and Expenditure Plan Rules,” as further implementation guidance. There have been two issues raised, which are discussed below, along with options for resolution. The ITOC reviewed this matter at its November 14 meeting, and its recommendations are indicated below.

Issue 1: Do the MOE requirements allow for expenditures to be averaged over a different period of time other than three years or allow for some sort of consideration of spikes in expenditures by the member agencies?
Background: During several of the audits, it was noted that some cities had “banked” their general fund monies in order to fund a particular, high cost project in a future year. If those “banked” funds were spent on the project during the base period (FY 2001-FY 2003), then the expenditures during the base period were artificially high and perhaps not representative of a normal annual spending level.

Section 8 of the Extension Ordinance clearly states the intended purpose of the MOE requirement is to ensure that revenues provided from TransNet be used to augment, not supplant, existing local revenues. Based on review by the Office of General Counsel, it appears the Board has the ability to interpret the Ordinance’s language to require use of the fiscal years in question, but allow some flexibility to adjust the MOE amount when there have been extraordinary expenditures. Even though extraordinary expenditures language was not included in the Extension Ordinance as it was in the original TransNet Ordinance, it is clear that the intent behind the MOE requirements is to prevent TransNet funds from being used to supplant existing local funding. The Board is able to exercise some latitude to make exceptions to a strict application of the MOE provisions as long as its purpose in interpreting the provisions in such a manner is not to circumvent the unambiguous goal of the language. Some flexibility in accounting for spikes in expenditures would be consistent with the intent of ensuring that the local agencies do not supplant local funds with TransNet funds.

Option 1A – Isolate and remove the one-time expenditures that were a result of “banking” general fund monies and subsequently expended during the base period FY 2001-2003 so that the MOE represents a normal annual spending level.

Option 1B – Use the base period expenditures in determining the MOE without taking spikes into account.

Recommendation: Staff recommends Option 1A which provides a more realistic representation of a normal annual spending level. The ITOC also recommends Option 1A, with the clarification that the prior three-year period should also be reviewed in order to provide corroborating evidence that the exception is clearly a one-time expenditure.

At this time, we have received requests from the cities of Carlsbad and Encinitas to review their proposed adjustments to their MOE level based on one-time expenditures in the base period. Our auditors are currently reviewing their proposed revisions. We have contacted all the cities and the County to inform them of this potential interpretation and have not yet received any additional requests for reconsideration of their proposed MOE levels.

Issue 2: Does the Ordinance require that the MOE levels be calculated on an aggregate basis or on the basis of each category listed in Section 4 of the Ordinance?

Background: This issue only affects those agencies that spend local discretionary funding on TransNet expenditure categories other than local streets and roads. The language in Section 8 of the Extension Ordinance states the MOE will be determined on the basis of “discretionary funds expended for street and road purposes….as was reported in the State Controller’s Annual Report of Financial Transactions for Streets and Roads.” The Extension Ordinance also states “the MOE also shall apply to any local agency discretionary funds
being used for the other purposes specified under Section 4.” The language in the Extension Ordinance for this provision is identical to the language used in the original Ordinance. Under the original Ordinance, the informal practice was to use the separate totals as the basis for calculating the MOE.

**Option 2A** – Establish separate MOE levels to be consistent with past practice (i.e., separate MOE levels for each category in Section 4 of the Ordinance: major highway and transit congestion relief projects; transit programs to support seniors and disabled persons; specialized transportation services for seniors; monthly transit passes for senior, disabled, and youth riders; transit operations; local streets and roads; habitat-related mitigation costs of local transportation projects; and the smart growth incentive program).

**Option 2B** – Establish the MOE levels on an aggregate basis.

**Recommendation:** Staff recommends Option 2A, which is consistent with past practice. The ITOC also recommends Option 2A.

Attachment 2 contains a comparison of the original TransNet MOE level, compared to the proposed TransNet Extension MOE level for each city and the County.

**Next Steps**

Pending Transportation Committee direction today, the following is a schedule of approvals to revise Board Policy No. 031:

- January 9, ITOC meeting – review TransNet policy revisions; review results of all MOE audits, including those that will have an adjustment under Issue #1 above
- January 18, Transportation Committee meeting – review TransNet policy revisions and recommend to Executive Committee
- February 8, Executive Committee meeting – review TransNet policy revisions and recommend to Board of Directors
- February 22, Board of Directors meeting – review TransNet policy revisions and approve

RENEE WASMUND
Director of Finance

Attachments: 1. Section 8 of TransNet Extension & Ordinance
2. TransNet MOE levels by jurisdiction

Key Staff Contact: Renée Wasmund, 619-699-1940, rwa@sandag.org
Muggs Stoll, 619-699-6945, mst@sandag.org
SECTION 8. MAINTENANCE OF EFFORT: It is the intent of the Legislature, as stated in the Act, and the Commission that revenues provided from this measure be used to augment, not supplant existing local revenues being used for the purposes set forth in Section 4 herein. Each local agency receiving revenues pursuant to Section 4(D) shall annually maintain as a minimum the same level of local discretionary funds expended for street and road purposes on average over the last three fiscal years completed prior to the operative date of this Ordinance (Fiscal Years 2000-01, 2001-02, 2002-03), as was reported in the State Controller's Annual Report of Financial Transactions for Streets and Roads and as verified by an independent auditor. The maintenance of effort level as determined through this process shall be subject to adjustment every three years based on the Construction Cost Index developed by Caltrans. Any increase in the maintenance of effort level based on this adjustment shall not exceed the growth rate in the local jurisdiction's General Fund revenues over the same time period. The Commission shall not allocate any revenues pursuant to Section 4(D) to any eligible local agency in any fiscal year until that local agency has certified to the Commission that it will include in its budget for that fiscal year an amount of local discretionary funding for streets and roads purposes at least equal to the minimum maintenance of effort requirement. An annual independent audit shall be conducted to verify that the maintenance of effort requirement for each agency was met. Any local agency which does not meet its maintenance of effort requirement in any given year shall have its funding under Section 4(D)(1) reduced in the following year by the amount by which the agency did not meet its required maintenance of effort level. In the event that special circumstances prevent a local agency from meeting its maintenance of effort requirement, the local agency may request up to three additional fiscal years to fulfill its requirement. Such a request must be approved by the Commission. The Independent Taxpayer Oversight Committee shall also review such requests and make recommendations to the Commission. Any local street and road revenues not allocated pursuant to the maintenance of effort requirement shall be redistributed to the remaining eligible agencies according to the formula described in Section 4(D)(1). The maintenance of effort requirement also shall apply to any local agency discretionary funds being used for the other purposes specified under Section 4. In addition, revenues provided from this Ordinance shall not be used to replace other private developer funding that has been or will be committed for any project.
## Maintenance of Effort

<table>
<thead>
<tr>
<th>City</th>
<th>Streets &amp; Roads</th>
<th>Specialized Transp Svcs</th>
<th>Transit Bus Subsidies</th>
<th>Smart Growth</th>
<th>Habitat-Related Mitigation</th>
<th>New MOE Base</th>
<th>Prior MOE Base</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$</td>
<td>$</td>
<td>893,159</td>
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<tr>
<td>Chula Vista</td>
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<td>-</td>
<td>-</td>
<td>$</td>
<td>$</td>
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<td>Coronado</td>
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<tr>
<td>San Diego City</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>$</td>
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<td>Santee</td>
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<td>-</td>
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<td>$ 525,442</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>$ 2,710,338</td>
<td>736,635</td>
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</tr>
<tr>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

1 Incorporated in 1986

2 TransNet I had a $0 MOE base

3 MOE audit is outstanding
Introduction

The State Transportation Improvement Program (STIP) is a five-year program that is updated every two years, with the process beginning in the fall of every odd-numbered year. The 2008 STIP covers the period between FY 2008/09 to 2012/13. The California Transportation Commission (CTC) has released regional targets based on assumptions included in the adopted 2008 Fund Estimate. This report presents these targets and an initial recommendation to program the funds.

Discussion

The CTC adopted the 2008 Fund Estimate at its October 24, 2007, meeting. The Fund Estimate includes a revenue forecast for the five-year period ending in FY 2012/13 that is based on all currently existing statutes. In the case of assumptions that are tied to expiring legislation, such as the Safe, Account, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) federal transportation act that expires in 2009, revenues are assumed to continue beyond the expiration date at levels that are similar to current receipts. Although provisions exist in certain laws to borrow funds from transportation programs, such as Proposition 1A, these are subject to the annual budget process and cannot be forecast.

2008 STIP – Regional Picture

The CTC has provided the region with a set of targets for new STIP funding, shown in Table 1. These amounts represent new funds available for programming, over and above that which has already been programmed.

<table>
<thead>
<tr>
<th>San Diego Regional Targets</th>
<th>Total 2008 STIP period share through FY 2012/13</th>
<th>Maximum share through FY 2015/16</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$0</td>
<td>$164,863</td>
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</tbody>
</table>

The Total 2008 STIP share is the formula distribution of new funds through the end of the five-year STIP period. Because the San Diego region has been successful in previous STIP cycles to advance future funds, as in the case of Grant Anticipation Revenue Vehicle (GARVEE) bonds, there is no additional funding available. It should be noted that this share does not include Transportation Enhancement (TE) funds, which will be discussed in a separate section of this report.

The Maximum share is the formula share of all available new capacity through the end of the next four-year county share period, ending in FY 2015/16. This represents the maximum amount that the
CTC may program in a county, again per state law. It should be noted that the CTC is under no obligation to program up to the maximum share amount. CTC staff has indicated that while they support regions proposing to program more than their base share and total share, the higher the amount that is requested as part of the maximum share increases the risk that the CTC may not be able to accommodate the region’s proposal.

What is currently funded in the STIP?

The San Diego region is poised to have a very successful FY 2007/08 in receiving funds from the STIP. This is in large part due to the project readiness of several large projects that positioned them to receive advance funds from Proposition 1B as well as other STIP sources. As Table 2 below shows, over $220 million in STIP funds are anticipated to be allocated this year. In fact, fiscal year to date, over $141 million or nearly 39 percent of the amount programmed through 2010/11 has been allocated. The remainder of FY 2007/08 programmed funds is anticipated to be allocated by December 2007. It is in large part due to this successful year of allocating future funds that the base and total shares shown in Table 1 do not identify any remaining funding capacity.

Table 2. San Diego 2006 STIP Programmed Projects ($000’s)

<table>
<thead>
<tr>
<th>Project Description</th>
<th>2007/08</th>
<th>2008/09</th>
<th>2009/10</th>
<th>2010/11</th>
</tr>
</thead>
<tbody>
<tr>
<td>GARVEE debt service for I-15 Managed Lanes</td>
<td>$16,376</td>
<td>$16,376</td>
<td>$16,376</td>
<td>$16,376</td>
</tr>
<tr>
<td>I-15 Bus Rapid Transit Stations</td>
<td>$11,500</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-15 Direct Access Ramp at Mira Mesa Boulevard</td>
<td></td>
<td>$50,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 52 Extension – SR 125 to Cuyamaca</td>
<td>$102,450</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 52 Extension – SR 67 Interchange</td>
<td>$78,996</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 905</td>
<td>$10,237</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mid-Coast</td>
<td></td>
<td></td>
<td>$28,756</td>
<td></td>
</tr>
<tr>
<td>Planning and Program Monitoring</td>
<td>$807</td>
<td>$630</td>
<td>$630</td>
<td>$630</td>
</tr>
<tr>
<td>TE Funds for Smart Growth Incentives Program</td>
<td>$1,857</td>
<td>$4,383</td>
<td>$5,510</td>
<td>$3,875</td>
</tr>
<tr>
<td>Total Allocated</td>
<td>$141,370</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Unallocated</td>
<td>$80,853</td>
<td>$21,389</td>
<td>$101,272</td>
<td>$20,881</td>
</tr>
<tr>
<td>Total Programmed</td>
<td>$222,223</td>
<td>$21,389</td>
<td>$101,272</td>
<td>$20,881</td>
</tr>
</tbody>
</table>

Figures in italics indicate funding that has already been allocated by the CTC.

2008 STIP – Statewide Picture

At this time, the CTC is forecasting another five-year cycle beginning with a lean period followed by modest gains in the outer years. Table 3 below shows the forecast for the 2008 STIP statewide.
Table 3. 2008 STIP Program Capacity - Statewide

<table>
<thead>
<tr>
<th></th>
<th>Current Year</th>
<th>2008 STIP Five-Year Period</th>
<th>5-Year Total</th>
<th>6-Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>STIP Capacity</td>
<td>$2,113</td>
<td>$2,072</td>
<td>$1,015</td>
<td>$1,057</td>
</tr>
<tr>
<td>2006 STIP Program</td>
<td>$2,275</td>
<td>$2,515</td>
<td>$1,441</td>
<td>$847</td>
</tr>
<tr>
<td>New STIP Capacity</td>
<td>($162)</td>
<td>($443)</td>
<td>($426)</td>
<td>$211</td>
</tr>
</tbody>
</table>

Given the deficit in the current year, the CTC deferred allocations at its November meeting until an allocation plan process, including criteria, was developed. It is currently anticipated that the CTC will resume allocations at its December 2007 meeting.

As Table 2 shows, the existing deficit between FY 2007/08 and 2009/10 is approximately $1 billion. Projects currently programmed in these years may need to be reprogrammed to a future year. Specific revisions won’t be known until the CTC receives proposals from all regions (early spring).

2008 STIP Proposal

As in previous STIP cycles and following Board direction, staff’s recommendation will focus on completing the projects the region has begun as part of the TransNet Early Action Program (EAP). Despite the statewide funding picture and the lack of regional shares through the five-year STIP period ending in FY 2012/13, staff recommends advancing a portion of the funds potentially available in the Maximum Share. Table 4 below shows staff’s recommendation, which includes the projects already programmed, adjustments to the Planning and Program Monitoring (PPM) as allowed by statute, and a new focus within the STIP to construct State Route (SR) 76 between Melrose Drive and Mission Road.

Table 4. Proposed 2008 STIP - Including Currently Programmed Projects ($000’s)

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>GARVEE debt service for I-15 Managed Lanes</td>
<td>$16,376</td>
<td>$16,376</td>
<td>$16,376</td>
<td>$16,376</td>
<td>$16,376</td>
</tr>
<tr>
<td>SR 76 Widening from Melrose Drive to Mission Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$81,300</td>
</tr>
<tr>
<td>I-15 Direct Access Ramp at Mira Mesa Boulevard</td>
<td></td>
<td>$50,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mid-Coast</td>
<td></td>
<td></td>
<td></td>
<td>$28,756</td>
<td></td>
</tr>
<tr>
<td>Planning and Program Monitoring</td>
<td>$705</td>
<td>$705</td>
<td>$705</td>
<td>$705</td>
<td>$888</td>
</tr>
<tr>
<td>TE Funds for Smart Growth Incentives Program</td>
<td>$4,383</td>
<td>$5,510</td>
<td>$3,875</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TE Reserve</td>
<td></td>
<td></td>
<td></td>
<td>$3,747</td>
<td>$4,188</td>
</tr>
<tr>
<td>Total</td>
<td>$21,464</td>
<td>$182,647</td>
<td>$20,956</td>
<td>$20,828</td>
<td>$21,452</td>
</tr>
</tbody>
</table>
The draft environmental document for this segment of SR 76 was recently released. Pending approval of the environmental document, currently scheduled for July 2008, Caltrans will be in a position to begin construction sometime in mid-2009. Following the general approach in the TransNet Plan of Finance (POF) to fund projects with a 50 percent match of state and federal sources, and trying to balance the region’s needs with the fiscal realities facing the state, staff recommends requesting a 50-50 partnership with the CTC to fund construction of this project at a level of $81.3 million. It should be noted that Caltrans and SANDAG continue to explore ways to reduce the cost of this project. Should the cost of the project be reduced after the project has been programmed, staff would recommend a reduction to the TransNet component.

Although the region could ask for a larger share of the Maximum Target, staff believes that the approach to partner with the CTC to fund construction of the SR 76 widening is more prudent and stands a better chance of being accepted and approved. Given the tight fiscal reality facing transportation programs and the looming fight to address the anticipated state budget deficit, it is unrealistic to expect the CTC to advance a significant amount of funds without a regional commitment. Despite this commitment, however, there is some risk that the CTC will reject the proposal to program SR 76 at this time due to a lack of funds. Notwithstanding, staff believes this is a reasonable and prudent course of action.

In considering which project or projects to fund, SR 76 demonstrates the greatest degree of project readiness with a draft environmental document already out for public review and significant engineering already completed. Other TransNet EAP highway and transit projects are in the preliminary engineering phase or are still preparing the environmental process and are better candidates for future cycles.

**Transportation Enhancement Funds**

The CTC has identified $7.9 million in new TE funds, available in FY 2011/12 and FY 2012/13 (approximately $3.7 and $4.2 million, respectively). As part of the 2006 STIP programming exercise, the Board approved programming nearly $23 million for the Pilot Smart Growth Incentives Program through FY 2010/11. It should be noted that no commitment was made at that time regarding the use of this funding source beyond FY 2010/11.

Staff recommends programming the approximately $7.9 million in new TE funds as a Reserve at this time. The funds will not be available for at least another three years. During this time, the region can lead discussions on the prioritization of projects and programs for the use of these funds. The funding recommendation is shown in Table 3 as part of the overall 2008 STIP recommendation.
Next Steps

Staff will bring this item back to the Transportation Committee at its January meeting for a final recommendation to the Board of Directors. The item will be brought to the Board at its January meeting for final approval. The STIP proposal must be submitted to the CTC by February 19, 2008.

RENEE WASMUND
Director of Finance

Key Staff Contact: José A. Nuncio, (619) 699-1908, jnu@sandag.org
FUNDING RECOMMENDATION FOR FY 2007 JOB ACCESS/REVERSE COMMUTE AND NEW FREEDOM PROJECTS

File Number 3002300

Introduction

SANDAG was selected by the Governor of California to be the designated recipient of the Jobs Access and Reverse Commute (JARC) and New Freedom (NF) federal funding programs for the San Diego urbanized area. The JARC program is eligible to fund operating, capital, and mobility management projects providing transportation services to jobs and employment-related activities for persons with limited means; the New Freedom program is eligible to fund operating, capital, and mobility management projects providing new or expanded transportation services and facilities for persons with disabilities.

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) requires that SANDAG conduct a competitive selection process open to private, non-profit organizations, governmental authorities, private and public transportation providers, and the Consolidated Public Transit and Human Services Agency (CTSA). The purpose of this competitive selection process is to evaluate potential projects and recommend to the Federal Transit Administration (FTA) which projects should be funded. The competitive process closed on October 19, 2007, and a total of 16 proposals were received from 10 transportation providers and agencies. Nine proposals were received requesting JARC funding, and seven were received requesting New Freedom funding for Fiscal Years (FY) 2007, 2008, and 2009. An amendment will be added to the 2007 Regional Transportation Improvement Plan (RTIP) to include all JARC and New Freedom projects approved by the Board of Directors before the projects are forwarded to the FTA.

Discussion

On August 3, 2007, the Transportation Committee approved the competitive process and evaluation criteria for allocating FY 2007 through FY 2009 JARC and New Freedom funds (see Attachment 2). Two review committees were established: one for the JARC applications and one for New Freedom applications. The members of these review committees scored each project against the adopted evaluation criteria and not relative to other projects. These scores were then used to rank the projects.

The Federal Guidance for JARC and New Freedom permitted applicants to apply for funding appropriated to three different fiscal years: FY 2007, FY 2008, and FY 2009. This also allows SANDAG greater flexibility in awarding funding. The evaluation committees recommended shifting some...
funding between fiscal years to accommodate funding as many projects as possible. For JARC, this also frees up some current year funding for operating projects, which will help compensate for some of the budget shortfalls facing the Metropolitan Transit System (MTS) and North County Transit District (NCTD).

For both JARC and New Freedom projects, recipients must provide a 50 percent local match for operating costs and a 20 percent local match for capital and mobility management projects. For the JARC program, a total of $3,929,484 out of the $4,287,256 available is recommended for funding over the three-year period. For the New Freedom program, a total of $1,239,492 out of the $2,446,152 available is recommended for funding at this time. Any unallocated monies from each annual funding cycle will be rolled over into future funding cycles. The amount of available funding for FY 2008 and FY 2009 is an estimate provided by the FTA. If the amount appropriated when the Federal appropriations bill is passed differs from the estimates, adjustments will be made to the lowest ranked project being funded.

Jobs Access and Reverse Commute (JARC) – Funding Recommendations

The JARC evaluation committee had three members. The members selected for this evaluation committee were people that work closely with low-income persons, including staff from the County of San Diego, Workforce Partnership, and Caltrans. The review committee met on November 30, 2007, and ranked applications received to develop a list of recommended projects for submittal to the Transportation Committee.

Attachment 1 includes the list of seven projects recommended to receive JARC funding. The seven recommended projects represent the top JARC projects based on the scoring and ranking performed by the evaluation committee. One project submitted by the Travelers Aid Society was determined to be non-responsive. SAFETEA-LU requires that all projects being funded must be derived from a need or strategy identified by the Coordinated Public Transit-Human Services Transportation Plan in order to be eligible for funding. The Travelers Aid proposal was based on addressing a need that was not identified in the Coordinated Plan. The scoring committee also recommended not funding the proposal from Full Access and Coordinated Transportation (FACT) in its current form and suggested that FACT reapply for the remaining funding in future years' competitive processes with a more clearly articulated proposal. The scoring committee recommended funding the remaining seven projects. In order to compensate for the budget deficits facing the transit operators currently, the evaluation committee recommends pushing some of the funding for capital projects into future years. This includes splitting the NCTD Bus Stop Improvements between FY 2007 and FY 2008 and funding acquisition of HASTOPS bus scheduling software with funding available in FY 2009.

Based on the evaluation committee’s recommendations, the available JARC funding was not able to fully fund two projects—MTS Routes 960 and 905. In the case of Route 960, a total of $304,287 in funding over the three years between FY 2007-2009 is recommended out of the $334,381 requested. The additional $30,094 was requested to fund one new daily trip to accommodate a school overload situation. JARC grants may only be used to fund service for employment-related transportation for low-income populations and as a result the grant amount was reduced by $30,094. Insufficient monies were available to fully fund MTS Route 905 in FY 2007 and FY 2008 because of its lower ranking. The evaluation committee recommended partially funding the route with all remaining funding available in FY 2007 and FY 2008 and fully funding it in FY 2009. This
scenario would allocate a total of $1,004,353 over the three-year period (out of $1,356,380 requested) to Route 905. The recommended funding levels leave $357,772 in unallocated monies available in FY 2009 for a future year competitive process.

In light of its current operating budget problems, MTS has requested consideration of how Route 905 might be fully funded in order to avoid possible service cutbacks. Staff has come up with two suggested modifications to the JARC evaluation committee’s recommendations that we feel would meet this request without changing the overall project rankings:

1. **Fully fund the FY 2007 Route 905 funding request.** MTS is looking to apply the FY 2007 JARC funding for its FY 2008 budget. Fully funding the MTS request for $453,258 in FY 2007 JARC monies will ensure Route 905 subsidy needs in the current budget are met. Increasing the Route 905 FY 2007 JARC allocation means having to make changes to SANDAG’s Ridelink and NCTD’s Bus Stop funding requests as follows:

<table>
<thead>
<tr>
<th>JARC Allocations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ridelink</strong></td>
</tr>
<tr>
<td><strong>FY 2007</strong></td>
</tr>
<tr>
<td>Evaluation Committee recommendation</td>
</tr>
<tr>
<td>Revised Staff recommendation</td>
</tr>
</tbody>
</table>

   | **NCTD Bus Stops** |
   | Evaluation Committee recommendation | $391,465  | $391,465   | $0       | $782,930 |
   | Revised Staff recommendation          | $248,508  | $246,602   | $0       | $534,422 |

NCTD staff, in recognition of MTS budget problems, has agreed to the changes to its Bus Stop program allocations.

2. **Pursue Statewide JARC Funding for Route 905.** Most of Route 905 operates outside of the urbanized portion of the County (as defined by the federal census used to set JARC funding levels), thereby also making it eligible to be funded through a statewide competition for rural JARC funds administered by Caltrans. The statewide competition is anticipated to be held in early 2008 for FY 2007 and FY 2008 JARC monies. SANDAG will work with MTS to apply for these rural JARC monies for Route 905 to fund the costs of the route not funded through the SANDAG JARC grant program ($351,937,353.843).

   Should the statewide JARC application not be successful, MTS would be faced with a shortfall in funding for Route 905 in its FY 2009 budget. Given that the current budget problems are expected to continue into FY 2009, staff recommends the Transportation Committee make a “contingency allocation” of $351,937,353.843 from the FY 2009 unallocated monies to Route 905, if MTS is not successful in obtaining funding for Route 905 in the statewide competition, to ensure MTS’ full JARC request is met.

A summary of recommended funding for each JARC project is included in Attachment 1.

**New Freedom - Funding Recommendations**

The New Freedom evaluation committee included two members of SANDAG staff, a Caltrans staff member and a representative from the Social Services Transportation Advisory Council (SSTAC). The review committee met on October 29, 2007, and ranked all of the applications received to develop a list of recommended projects for submittal to the Transportation Committee.
Attachment 1 includes the list of six projects recommended to receive New Freedom funding. One project submitted by Accessible San Diego was disqualified due to an inadequate match amount. The six projects recommended for funding represent the top New Freedom projects based on the ranking of projects performed by the scoring committee. The scoring committee is recommending these projects be funded for a total of $528,733 for FY 2007. This amount includes funding all eligible projects. Including the rollover from the previous year’s competitive process, there is $997,516 available in FY 2007. The remaining balance of $468,783 of FY 2007 funding will be rolled over for a future year competitive process. A summary of each of the projects recommended for funding is available in Attachment 1.

Next Steps

If the funding allocations outlined in Attachment 1 are recommended to the Board of Directors by the Transportation Committee, approval of the funding requests is scheduled for the December 21, 2007, Board of Directors meeting.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. JARC and New Freedom Grant Request project descriptions and rankings
2. JARC and New Freedom Evaluation Criteria

Key Staff Contact: Dan Levy, (619) 699-6942, dle@sandag.org
<table>
<thead>
<tr>
<th>Rank</th>
<th>Sponsor</th>
<th>Project Description</th>
<th>Requested Grant $</th>
<th>Recommended Grant $</th>
<th>Required Match</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Metropolitan Transit System (MTS)</td>
<td>Route 30 Weekend Service: Route 30 is an existing route connecting the residential areas of downtown San Diego, Old Town/Midway, and Pacific Beach to jobs in both University City and Downtown. On weekdays, it operates with a 15-minute frequency, and on weekends it operates with 30-minute service all day. Weekend service was introduced in June 2006 in response to the 2003 Welfare to Work study prepared by SANDAG. The funds that have been requested are to fund existing service on Route 30 with no new service on this route proposed in the application. Operating funds have been requested.</td>
<td>FY 2007 - $370,008</td>
<td>$370,008</td>
<td>50%</td>
<td>All requirements were met for this project, and the budget was accurate.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FY 2008 - $379,316</td>
<td>FY 2009 - $388,633</td>
<td>$1,137,957</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>SANDAG</td>
<td>Ridelink: The proposed project intends to convert 158 mechanical bike locker spaces found at 17 locations to electronic, on-demand spaces through the installation of retrofit devices. The current system of mechanical lockers allows one user only to be assigned a locker at a given time, blocking other users from using the resource and the space. The electronic, on-demand locker systems will remove these barriers to the user and are designed to serve 3-5 times the current number of users/commuters, as they will be assigned an electronic access card and are free to utilize any open bike locker. This will more efficiently and effectively utilize the same amount of locker spaces while meeting the needs of more commuters. The cost of retrofitting the current lockers is roughly half the cost of procuring a new brand of storage space, making the project cost-effective and environmentally friendly through the recycling of existing resources. Capital funds have been requested.</td>
<td>FY 2007 - $168,000</td>
<td>$168,000</td>
<td>20%</td>
<td>All requirements were met for this project, and the budget was accurate.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FY 2008 - $0</td>
<td>FY 2009 - $0</td>
<td>$168,000</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>North County Transit District (NCTD)</td>
<td>NCTD Bus Stop Improvements: The proposed project would improve 27% of Escondido’s 301 bus stops which have high weekday ridership. The project components include engineering, construction management, and bus stop construction on 81 stops and benches on 79 stops. The project also proposes to add 2 shelters and provide trash cans and solar light installation on 81 stops. Capital funds have been requested.</td>
<td>FY 2007 - $782,929</td>
<td>$782,929</td>
<td>20%</td>
<td>In order to allow for some funding to remain for future years’ competitive process, the amount of funding requested for this project was distributed over a two-year period.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FY 2008 - $0</td>
<td>FY 2009 - $0</td>
<td>$782,930</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>North County Transit District (NCTD)</td>
<td>SPRINTER Weekend Service: The opening of the SPRINTER light rail service between Oceanside and Escondido in December 2007 will create opportunities to attract new riders to transit as well as to reduce travel times. The SPRINTER will become NCTD’s principal transit route for people traveling between the cities of Oceanside, Vista, San Marcos, and Escondido. The proposed project would fund 50% of the operating costs to add 30-minute service frequencies on Saturdays (6AM to 6PM) and Sundays and Holidays (8AM to 6PM) for the SPRINTER from May 2008 to May 2011. The current SPRINTER timetable is scheduled to operate every hour on the weekends. This project will improve access for workers with non-traditional job schedules and provide more convenient connections for workers who transfer between the SPRINTER and the hourly bus routes on the weekends when service is less frequent. Operating funds have been requested.</td>
<td>FY 2007 - $156,375</td>
<td>$156,375</td>
<td>50%</td>
<td>All requirements were met for this project, and the budget was accurate.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>FY 2008 - $156,375</td>
<td>FY 2009 - $156,375</td>
<td>$469,126</td>
<td></td>
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<tr>
<td></td>
<td></td>
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<td>$1,442,090</td>
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<td>Project Description</td>
<td>Requested Grant $</td>
<td>Recommended Grant $</td>
<td>Required Match</td>
<td>Comments</td>
</tr>
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</tr>
<tr>
<td>5</td>
<td>Metropolitan Transit System (MTS)</td>
<td>Route 960: This route is an existing route serving the residential areas of Southeastern San Diego and Mid-City and the employment areas of Kearny Mesa and University City. It is a fixed-route, express service operated with standard coaches, and it operates only on weekdays and only in the peak hours. Currently, 11 weekday, one-way trips are operated, but an additional AM peak northbound trip is proposed. The operating funds that have been requested are to fund existing service on Route 960 with the addition of the AM peak northbound trip as an expansion of the service on this route, for a total of 12 weekday, one-way trips.</td>
<td>FY 2007 - $111,014&lt;br&gt; 2008 - $111,430&lt;br&gt; 2009 - $111,937&lt;br&gt; TOTAL - $334,381</td>
<td>FY 2007 - $101,023&lt;br&gt; 2008 - $101,401&lt;br&gt; 2009 - $101,863&lt;br&gt; TOTAL - $304,387</td>
<td>50%</td>
<td>This project has been awarded operating funds for the existing 11 trips serviced by Route 960, amounting to 91% of the total requested. Under the federal guidance for the JARC program, the proposed additional trip does not qualify for funding as the purpose of the trip would be to service junior high- and high school-aged children.</td>
</tr>
<tr>
<td>6</td>
<td>Metropolitan Transit System (MTS)</td>
<td>Route 905: This route is an existing fixed-route operating between the Otay Mesa Border Crossing and the Iris Avenue Trolley station, connecting South Bay residential communities with the emerging job center of Otay Mesa. It is a fixed-route service and operates standard coaches. On weekdays, it operates with a base 30-minute frequency which improves to a 15-minute frequency during the a.m. and p.m. peak periods. On weekends, it operates with a 30-minute service frequency all day. This project was identified in the 1999 and 2003 Welfare to Work studies prepared by SANDAG. The funds that have been requested are to fund existing service on Route 905 with no new service on this route proposed in the application. Operating funds have been requested.</td>
<td>FY 2007 - $453,258&lt;br&gt; 2008 - $452,239&lt;br&gt; 2009 - $450,793&lt;br&gt; TOTAL - $1,356,380</td>
<td>FY 2007 - $453,258&lt;br&gt; 2008 - $450,793&lt;br&gt; TOTAL - $903,051&lt;br&gt; Additional $353,893 in FY 09 monies to be allocated if statewide JARC grant is unsuccessful</td>
<td>50%</td>
<td>All requirements were met for this project, and the budget was accurate. Funding was not available for this project based on its rank in FY 2007 and FY 2008 so the evaluation committee recommends funding it fully in FY 2009.</td>
</tr>
<tr>
<td>7</td>
<td>Metropolitan Transit System (MTS)</td>
<td>Hastops: HASTOP is a module that works with HASTUS software that allows the automatic production of the stop posters in a variety of user-selected formats. Stop-specific posters can show passing times and applicable notes for watch bus stops. Currently, MTSNCTD manually input stop data into custom-designed Excel spreadsheets. Purchasing HASTOP will allow MTSNCTD to develop these signs and distribute them in a more efficient and effective manner. Capital funds have been requested.</td>
<td>FY 2007 - $62,832&lt;br&gt; 2008 - $0&lt;br&gt; 2009 - $0&lt;br&gt; TOTAL - $62,832</td>
<td>FY 2007 - $62,832&lt;br&gt; 2008 - $0&lt;br&gt; 2009 - $0&lt;br&gt; TOTAL - $62,832</td>
<td>20%</td>
<td>All requirements were met for this project, and the budget was accurate. Funding was not available for this project based on its rank in FY 2007 and FY 2008 so the evaluation committee recommends funding it fully in FY 2009.</td>
</tr>
</tbody>
</table>

Projects Not Funded

<table>
<thead>
<tr>
<th>Rank</th>
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<th>Project Description</th>
<th>Requested Grant $</th>
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<td>8</td>
<td>Full Access &amp; Coordinated Transportation (FACT)</td>
<td>Mobility Management: FACT proposes to create a Regional Mobility Management Center (RMMC) whose primary objective will be to work toward full mobility and access for low-income individuals and others of designated target populations, facilitated by the implementation of a direct program of technical assistance, information, and education. FACT will develop a ride scheduling center that is accessible through one phone number throughout the county. This centralized ride center will handle scheduling and dispatch and will employ the latest software and hardware technologies. Mobility management funds have been requested.</td>
<td>FY 2007 - $278,880&lt;br&gt; 2008 - $278,880&lt;br&gt; 2009 - $278,880&lt;br&gt; TOTAL - $836,640</td>
<td>FY 2007 - $0&lt;br&gt; 2008 - $0&lt;br&gt; 2009 - $0&lt;br&gt; TOTAL - $0</td>
<td>50% 20%</td>
<td>The evaluation committee recommends that the FACT proposal not be funded in its current form and encourages FACT to reapply for JARC funding in future years with a more clearly articulated proposal.</td>
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<td>Rank</td>
<td>Sponsor</td>
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<td></td>
<td>Travelers Aid Society</td>
<td>Project Smart Commute proposes to provide transportation to low income and welfare recipients to find and keep jobs through a menu of services designed to meet their individual needs. Services would include the provision of bus passes, gas vouchers, tokens, and emergency taxi rides. Operating costs have been requested.</td>
<td>FY 2007 - $136,172&lt;br&gt;FY 2008 - $0&lt;br&gt;FY 2009 - $0&lt;br&gt;TOTAL - $136,172</td>
<td></td>
<td>50%</td>
<td>This project was determined to be non-responsive. SAFETEA-LU requires that all projects being funded must be derived from a need or strategy identified by the Coordinated Public Transit-Human Services Transportation Plan in order to be eligible for funding. The Travelers Aid proposal was based on addressing a need that was not identified in the Coordinated Plan.</td>
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<td>Rank</td>
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<td>1</td>
<td>North County Transit District (NCTD)</td>
<td>Mobility/Travel Training Program: This program provides opportunities for people with disabilities in northern San Diego County to increase mobility options and independence in their daily lives through Mobility/Travel Training. To accomplish this goal, North County Transit District (NCTD) provides two main transit training programs: Mobility Training and Travel Training. The training programs help individuals learn how to use the NCTD Rider's Guide and its contents; create and plan travel options; and achieve independence through an individualized or group training where a trainee navigates the transit system on the BREEZE buses and COASTER. Operating funds have been requested to continue this program.</td>
<td>FY 2007 - $44,242 FY 2008 - $0 FY 2009 - $0 TOTAL - $44,242</td>
<td>FY 2007 - $44,242 FY 2008 - $0 FY 2009 - $0 TOTAL - $44,242</td>
<td>50%</td>
<td>All requirements were met for this project, and the budget was accurate. The application fills an identified need to equip disabled individuals with necessary tools to ride fixed-route transit service or improve their existing transit experience. The conversion of existing Paratransit riders to fixed-route riders also encourages the use of more cost-effective transit options.</td>
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<td>2</td>
<td>City of Oceanside</td>
<td>The Oceanside Senior Shuttle Program is a newly contracted service that offers door-to-door transportation service to seniors over the age of 65 years that are residents of Oceanside. The service is offered equally to both ambulatory and non-ambulatory passengers through the use of mini-vans, sedans, and other personal vehicles. The Senior Shuttle program began on October 15, 2007, and has a one-year contract that expires on September 20, 2008. The program is predicted to provide 3,312 one-way trips annually: 1,656 trips for ambulatory seniors and 1,656 trips for non-ambulatory seniors. Operating costs have been requested.</td>
<td>FY 2007 - $23,300 FY 2008 - $0 FY 2009 - $0 TOTAL - $23,300</td>
<td>FY 2007 - $23,300 FY 2008 - $0 FY 2009 - $0 TOTAL - $23,300</td>
<td>50%</td>
<td>All requirements were met for this project, and the budget was accurate. This program also meets the requirement that the program be &quot;New&quot; as required by the FTA since it was developed after August 2005. The proposed project was derived from the Coordinated Plan and will address gaps in transportation and mobility options for seniors as well as individuals with disabilities.</td>
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<td>3</td>
<td>Jewish Family Services (JFS)</td>
<td>Volunteer Driver Transportation Service: JFS is proposing the establishment of a new volunteer driver program based on a similar program currently under operation called &quot;Rides &amp; Smiles.&quot; This new program would offer personal transportation to seniors and individuals with disabilities in the University Community area of San Diego County. Operating funds have been requested.</td>
<td>FY 2007 - $41,811 FY 2008 - $0 FY 2009 - $0 TOTAL - $41,811</td>
<td>FY 2007 - $41,811 FY 2008 - $0 FY 2009 - $0 TOTAL - $41,811</td>
<td>50%</td>
<td>All requirements were met for this project, and the budget was accurate. The proposed project was derived from the Coordinated Plan and will address gaps in transportation options for seniors as well as enhance transportation choices for a variety of trip needs.</td>
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<tr>
<td>4</td>
<td>La Mesa</td>
<td>Rides4Neighbors: This volunteer driver service would provide elderly and disabled residents with transportation assistance for medical, essential shopping, personal business, and other community transportation needs, both within and outside La Mesa City limits. The program would establish a pool of screened, insured, and trained volunteer drivers, who will receive mileage reimbursement for the use of their own personal vehicles. Funding would support a part-time transportation specialist responsible for volunteer recruitment, outreach, passenger screening, ride coordination, and interagency coordination of transportation information and resources. Operating funds have been requested.</td>
<td>FY 2007 - $76,500 FY 2008 - $76,500 FY 2009 - $76,500 TOTAL - $229,500</td>
<td>FY 2007 - $76,500 FY 2008 - $76,500 FY 2009 - $76,500 TOTAL - $229,500</td>
<td>50%</td>
<td>All requirements were met for this project, and the budget was accurate. The proposed project was derived from the Coordinated Plan and will address the coordination of transportation resources to provide improved access for transit-dependent older residents and persons with disabilities to vital services both inside and outside La Mesa city limits.</td>
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## New Freedom Projects

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<tr>
<th>Rank</th>
<th>Sponsor</th>
<th>Project Description</th>
<th>Requested Grant $</th>
<th>Recommended Grant $</th>
<th>Required Match</th>
<th>Comments</th>
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<tr>
<td>5</td>
<td>FACT</td>
<td>Mobility Management: FACT proposes to create a Regional Mobility Management Center (RMMC) whose primary objective will be to work toward full mobility and access for low-income individuals and others of designated target populations, facilitated by the implementation of a direct program of technical assistance, information, and education. FACT will develop a ride scheduling center that is accessible through one phone number throughout the county. This centralized ride center will handle scheduling and dispatch and will employ the latest software and hardware technologies. Mobility management funds have been requested.</td>
<td>FY 2007 - $278,880&lt;br&gt;FY 2008 - $278,880&lt;br&gt;FY 2009 - $278,880&lt;br&gt;TOTAL - $836,640</td>
<td>FY 2007 - $278,880&lt;br&gt;FY 2008 - $278,880&lt;br&gt;FY 2009 - $278,880&lt;br&gt;TOTAL - $836,639</td>
<td>50%</td>
<td>All requirements were met for this project, and the budget was accurate. The proposed project was derived from a stated need(s) in the Coordinated Plan.</td>
</tr>
<tr>
<td>6</td>
<td>All Congregations Together (ACT)</td>
<td>Community Linkage Transportation: ACT is currently transporting seniors, youth, and individuals with limited means, as well as individuals with disabilities. Transportation requests often occur for individuals that require a vehicle that will accommodate wheel-chair access. ACT is unable, at this time, to accommodate that request due to not having a paratransit vehicle. ACT is requesting funds to make a capital investment in a wheelchair-lifting device vehicle. The addition of a paratransit equipped vehicle will facilitate in the service of an estimated 1,250-5,200 persons with disabilities annually. Capital funds have been requested.</td>
<td>FY 2007 - $64,000&lt;br&gt;FY 2008 - $0&lt;br&gt;FY 2009 - $0&lt;br&gt;TOTAL - $64,000</td>
<td>FY 2007 - $64,000&lt;br&gt;FY 2008 - $0&lt;br&gt;FY 2009 - $0&lt;br&gt;TOTAL - $64,000</td>
<td>20%</td>
<td>All requirements were met for this project, and the budget was accurate. The proposed project was derived from a stated need(s) in the Coordinated Plan.</td>
</tr>
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</table>

### Projects Not Funded

<table>
<thead>
<tr>
<th>Rank</th>
<th>Sponsor</th>
<th>Project Description</th>
<th>Requested Grant $</th>
<th>Required Match</th>
<th>Comments</th>
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<tbody>
<tr>
<td>1</td>
<td>Accessible San Diego</td>
<td>The Access Information Services for Transit Riders with Disabilities (TAISTRD): The proposed project intends to expand the existing Information Center for Visitors &amp; San Diegans with Disabilities by providing extensive accessible information pertaining to public transit and paratransit for individuals with disabilities and seniors. Mobility Management funds are requested.</td>
<td>FY 2007 - $92,500&lt;br&gt;FY 2008 - $92,500&lt;br&gt;FY 2009 - $0&lt;br&gt;TOTAL - $185,000</td>
<td>50%</td>
<td>Under the federal regulations for the New Freedom program, organizations may apply for funding for “new” enhancements to existing programs, but can only request funding for the portion of the project that is new or “enhanced” and not the entire project. This project asked SANDAG to approve funding for a portion of the existing program of Access San Diego.</td>
</tr>
</tbody>
</table>
Date: Thu, 13 Dec 2007 09:01:40 -0800 (PST)
From: Wes <asd2@sbcglobal.net>
Subject: Appeal Request for SanDag Transportation Committee 1213asdw
To: Councilmember Jim Madaffer <jmadaffer@sandiego.gov>, lperkins@sandiego.gov
CC: Nikki ASD <nikki@asd.travel>

December 13, 2007

Greetings Mr. Jim Madaffer, Chairperson of SANDAG Transportation Committee

Thank you for your interest in my Freedom Grant Appeal. Please forward this appeal email request and page three of the attachment (Grant Application Procedures Section b) to the members in preparation for December 14, SanDag Transportation Committee Meeting.

I am writing to appeal the decision "not to fund" of the review committee is based the decision "on operations that were in existence since 1988"

*My appeal is that on the attachment section b, (see attachment) specifies "Programs prior to August 2008 are not eligible unless they are being expanded or enhanced." This Freedom Grant Application is to expand current services to provide "The Access Information Services for Transit Riders with Disabilities".

My request is for the Transportation Committee to:

a) Grant my appeal based on this information and/or

b) Ask staff to work with Accessible San Diego to improve application so it funded as part of this current Freedom Grant process.

Mr. Maddaffer, I thank you and the SANDAG Transportation Committee for your careful consideration of this appeal.

Sincerely,

Wes Johnson  President Accessible San Diego
Current Progress

- Signal system: complete
- Communication system: complete
- Radio system: complete
- All 22 miles available for pre-revenue operations
- Punch list work: on-going
Current Progress

- Station landscaping: on-going
- Clean up and finish work: on-going
- Nordahl Station parking lot complete late January

Current Progress

- San Marcos Loop complete pending final elevator inspection
- DMU’s given preliminary acceptance
- NCTD & SANDAG working to install ticket vending machines
SPRINTER Completion Schedule

**Revenue Operations:**
- **MS 5.5:** $825K, no LD’s 8/2/07
  - Track complete, Dispatch from CCF, three stations functional
- **MS 6:** $940K, no LD’s 9/3/07
  - Six stations fully complete and operational
- **MS 7:** $660K, $20K/Day LD’s 10/1/07
  - Safety Certification Submittals
- **MS 8:** $495K, $20K/Day LD’s 10/14/07
  - Complete Landscaping at Eleven Stations
- **MS 9:** $330K, $3K/Day LD’s 12/1/07
  - Complete all Landscaping and Maintenance Period
- **Final Completion:** $20K/day LD’s 3/7/08

**Regulatory: CPUC**

- **Commission approval on January 10th**
  - System Safety Program Plan
  - System Security Plan
- **Safety Certifications – staff approval**
  - Loop, DMU’s, & SOF submitted November 15th
  - Main line to be submitted late December
- **Station gangway retrofit complete except @ Escondido Ave.**
Estimate at Completion (EAC)

Settlement Agreement

- Addresses contractor’s “impact damages” from design changes
- Reimbursement for actual damages not to exceed $12.2M with proper documentation
- $2M payment last month; $3.1M paid to date

Estimate at Completion (EAC)

- EAC increased $200K to $477.8M
  - $467M base cost plus $10.8M contingency
- Project budget: $484.1
- Total funds available: $17.1M
- NCTD resolving $4M of outstanding issues per month
Estimate at Completion (EAC)

Total Project Budget = $484.1 Million

- EAC Base Cost $467M
- Project Contingency $6.3M
- EAC Contingency $10.8M

Summary

Schedule

- CPUC approvals and pre-revenue operations now drive schedule for revenue service
- Completion of work not critical to revenue service will continue into next year
- Ribbon cutting on December 28th
- Revenue operations in January
Summary

Estimate at Completion
- Increased to $477.8M
- Largest risk to budget is construction quantities & change order backlog
- NCTD resolving backlog, therefore budget risk decreasing

Status Report

December 14, 2007
Overview

- Update of financial strategy for TransNet Program in anticipation of bond financing in Spring 2008
- Highlight changes since the original Plan of Finance (POF) in 2005
- Program can be accomplished with some key adjustments
Plan of Finance Update

40 Year TransNet Revenues

(In Billions, 2002 Dollars)

Total Program $14 Billion

- New BRT/Rail Operations $1.1
- Program Administration $0.14
- Bike & Pedestrian $0.28
- Transit Services $2.24
- Local Streets & Roads $3.95
- Major Highway & Transit Projects (47) $4.65
- Financing Cost $0.5
- Environmental Mitigation $0.6
- Environmental Mitigation (Local) $0.25
- Smart Growth $0.28
- Oversight Committee (Not Shown) $0.01

Plan of Finance
Focus on Major Corridors and EMP

- New BRT/Rail Operations
- Program Administration
- Bike & Pedestrian
- Transit Services
- Local Streets & Roads
- Major Highway & Transit Projects (47)
- Financing Cost
- Environmental Mitigation
- Environmental Mitigation (Local)
- Smart Growth
- Oversight Committee (Not Shown)
Developments Since First POF in 2005

- State Bond Funding (Proposition 1B)
  - $452 million in Corridor Mobility Improvement Account (CMIA) process for three EAP corridors
  - Application being developed for goods movement fund – Target is $400 million for the San Diego/Border region
  - STIP Augmentation of $139 million for EAP corridors
  - Other fund guidelines being developed (State/Local Partnership)

- Continued construction cost escalation
- Changes to the Early Action Program

Early Action Program (EAP)

- January 2005 – EAP Approved
- “Jump-start” major projects before TransNet Extension starts in FY 2009
- December 2005 – Initial Plan of Finance
- December 2006 – Added new projects to EAP (Sprinter, and Orange/Blue Line)
- July 2007 – Added Mid-City Rapid Bus to EAP
Early Action Projects - 2005

**Tier 1 Projects**
1. SR 76 - Widening
2. SR 52 - New Freeway
3. Mid-Coast LRT (+ Super Loop)

**Tier 2 Projects**
4. I-15 Managed Lanes & BRT (North and South Extension)
5. SR 52 - HOV/Managed Lanes (Reversible)
6. I-5 North Coast Corridor - Environmental Effort
7. I-805 Corridor – Environmental Effort & BRT

---

Early Action Projects - 2007

1. SR 76 - Widening
2. SR 52 - Widening and Extension
3. Mid-Coast and Super Loop Transit
4. I-15 Managed Lanes and Bus Rapid Transit (BRT)
5. I-5 North Coast Corridor – Environmental Effort and HOV Lanes
6. I-805 Corridor – Environmental Effort & BRT
7. SPRINTER - Oceanside to Escondido
8. Trolley Upgrades (Blue and Orange Lines)
9. Mid-City Rapid Bus
Project Cost Updates

- SANDAG/Caltrans joint effort to update costs from 2002 to 2007 dollars
- Financial model escalates to year of expenditure
- Incorporates Recent Trends in Construction Cost Index

Proposed Key POF Adjustments

- Revise set-aside for STIP/CMAQ/STP from 15% to 6% and add SLPP
- Limited modifications to EAP schedules
- Seek and secure approximately 5% more in total matching funds over the 40-year life of the program
TransNet Corridor / EMP Funds

Sources

- Federal Grants: 8%
- Bond Proceeds: 2%
- TransNet Major Corridor EMP Funds: 41%
- Additional Revenues: 5%
- STIP/CMAQ STP/SLPP: 38%
- State/Local Funds: 6%

Uses

- Other Major Corridor Projects: 83%
- TransNet Early Action Program: 13%
- Financing Cost: 2%
- Environmental Mitigation Program: 2%

Total Funds for Major Corridor/EMP = $40.8 billion (Escalated to Year of Construction)

Projected Cash Balance and EAP Project Completion

- EAP TransNet Projects
- Non-EAP TransNet Projects
- Additional Matching Funds Required

Fiscal Years: '08 '10 '12 '14 '16 '18 '20 '22 '24 '26 '28 '30 '32 '34 '36 '38 '40 '42 '44 '46 '48
**EAP Project Delivery Schedules**

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<th>Corridor</th>
<th>07</th>
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<td>Blue/Orange Line Upgrades</td>
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**Making it Work**

- All key assumptions to be closely monitored
- Project Office to continue cost/schedule management
- Continue to manage the program to take advantage of opportunities
Proposed Next Steps

- ITOC (Jan 2008) - Presentation of POF Update
- Transportation Committee (Jan 2008) – Review draft bond documents and seek POF recommendation for approval to Board of Directors
- Board of Directors (Jan 2008) – Present draft bond documents and request approval of POF
- ITOC/Transportation Committee (Feb 2008) – Final review of bond documents and recommend approval to Board of Directors
- Board of Directors (Feb 2008) – request final review and approval of bond documents
Job Access Reverse Commute & New Freedom Grant Recommendations

Background

- SAFETEA-LU created two new formula grant programs
  - Job Access & Reverse Commute (JARC)
  - New Freedom
- SANDAG designated agency to award grants for San Diego urbanized area
- Grants for capital, operations or planning with local matching funds requirement
Process

- Transportation Committee approved process and award criteria in August, 2007
- Announcement of availability issued Sept
- Five outreach meetings to explain RFP
- Scored by evaluation committees
- Grants can be awarded for Federal FY 2007, 2008 & 2009

Responses

- Job Access Reverse Commute
  - Received 9 applications, one not responsive
  - Evaluation committee recommended approval of 7 of 8 responsive applications

- New Freedom
  - Received 7 applications, one non responsive
  - Evaluation committee recommended approval of all responsive applications
Evaluation Committees

- New Freedom applications reviewed by 2 SANDAG and 2 outside evaluators
- JARC applications reviewed by 3 outside evaluators due to submission by SANDAG

JARC Recommendations

- Staff concurs with review committee recommendations but some adjustments made to JARC program to advance funds for MTS operations
Recommended JARC Grants

<table>
<thead>
<tr>
<th>Project</th>
<th>Federal Funding Year</th>
<th>Total</th>
<th>Funding Status</th>
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<tbody>
<tr>
<td>MTS Route 30</td>
<td>$370,008</td>
<td>$379,316</td>
<td>$388,633</td>
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<td>SANDAG Bike Lockers</td>
<td>$168,000</td>
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<tr>
<td>NCTD Bus Stops</td>
<td>$248,508</td>
<td>$534,422</td>
<td>$782,930</td>
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<tr>
<td>NCTD Sprinter</td>
<td>$156,375</td>
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<td>$156,375</td>
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<td>MTS Route 960</td>
<td>$101,023</td>
<td>$101,401</td>
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<td>MTS Route 905</td>
<td>$453,258</td>
<td>$100,302</td>
<td>$450,793</td>
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<td>MTS HASTOPS</td>
<td>$62,832</td>
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<td>$62,832</td>
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</table>

MTS Bus Service Grants

- Route 960 reduced by 9% as JARC funds can not be used to fund a service designed for students
- 83% of Route 905 operates in the rural area defined by FTA and is eligible for rural JARC funding from Caltrans
- If Rt 905 does not receive rural JARC funding, additional monies from FY 09 urban JARC program will be allocated ($351,848) to fully fund service.
New Freedom Recommendations

- All funded projects recommended at requested levels
- Recommendations result in unallocated funding which will be rolled over for future competitions

Available funds are:
- $817,601 in FY08
- $389,058 in FY09

New Freedom

- Clarified with FTA that a second Competitive Process could be held in same FY if funds remain
- Tentatively schedule a second Competitive Process for Spring 2008
Next Steps

- Recommendation to SANDAG Board
- Projects included in RTIP
- Forward recommendations to Federal Transit Administration by April
- Hold new Competitive Process for New Freedom Funds in spring 2008

FY 2007 Job Access Reverse Commute & New Freedom Grant Recommendations