AGENDA HIGHLIGHTS

- FIRST READING OF PROPOSED AMENDMENTS TO REGIONAL COMPREHENSIVE FARE ORDINANCE
- OVERVIEW OF PROPOSED 2014 TransNet BOND ISSUANCE
- 2014 ANNUAL REPORT FROM THE TransNet INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

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

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(619) 699-1900 · Fax (619) 699-1905 · sandag.org
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Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the Board of Directors meeting. Any handouts, presentations, or other materials from the public intended for distribution at the Board of Directors meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list at either the SANDAG website or by sending an email request to webmaster@sandag.org.

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BOARD OF DIRECTORS AGENDA
Friday, June 27, 2014

ITEM NO.   RECOMMENDATION

1. APPROVAL OF MEETING MINUTES
   +1A. May 9, 2014, Board Policy Meeting Minutes
   +1B. May 23, 2014, Board Business Meeting Minutes

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS
   Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading “Reports.” Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.

3. ACTIONS FROM POLICY ADVISORY COMMITTEES (Victoria Stackwick)
   This item summarizes the actions taken by the Policy Advisory Committees since the last Board Business Meeting. The Board of Directors is asked to ratify the actions of the Policy Advisory Committees.

CONSENT

4. APPROVAL OF CONSTRUCTION AND PROFESSIONAL SERVICES AWARDS (Laura Coté)*
   The Board of Directors is asked to authorize the Executive Director to execute a construction award for the East County Bus Maintenance Facility Project and multiple awards for appraisal and general right-of-way management services.

5. FY 2015 TRANSPORTATION DEVELOPMENT ACT PRODUCTIVITY IMPROVEMENT PROGRAM (Brian Lane)
   SANDAG is responsible for determining if the transit agencies have made a reasonable effort to implement the Transportation Development Act (TDA) productivity improvement recommendations adopted by the Board of Directors for the current fiscal year. This item discusses the transit agency productivity improvements associated with the TDA Claim for FY 2015. The Transportation Committee recommends that the Board of Directors find that the Metropolitan Transit System and North County Transit District made a reasonable effort to implement productivity improvements, and to approve continuing this program in FY 2015, which fulfills the requirements outlined in Section 99244 of the TDA.
SANDAG, as the designated Regional Transportation Planning Agency, is responsible for the allocation of Transportation Development Act (TDA) funds to the region’s cities, the County of San Diego, and transit operators. The Board of Directors is asked to: (1) adopt Resolution Nos. 2014-19 to 2014-24, approving the FY 2015 TDA claims, and adopt the State Transit Assistance findings as certified by the North County Transit District; and (2) adopt Resolution No. 2014-25, approving the FY 2014 TDA claim amendment, subject to Board approval of the FY 2015 TDA Productivity Improvement Program for the transit operators.

In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Executive Director since the last Board of Directors meeting.

As required by SANDAG Board Policy No. 004: Rules of Procedure for Board of Directors and Committees, this item provides an annual report on the status of all standing and temporary committees and working groups.

Board members will provide brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board of Directors meeting.

The new Interstate 15 (I-15) Rapid service began operation on June 8, 2014. In an effort to enhance connections and transfer options to and from the I-15 Rapid, several transit improvements are being proposed. The Board of Directors is asked to approve four exemptions pursuant to the California Environmental Quality Act for improvements to enhance the I-15 Rapid service.

The Board of Directors is asked to conduct the first reading of amendments to the Regional Comprehensive Fare Ordinance (Ordinance). The amendments would expand the range of transit pass programs allowed and update other language throughout the Ordinance.
+12. OVERVIEW OF PROPOSED 2014 *TransNet* BOND ISSUANCE (André Douzdjian and Marney Cox)*

On February 28, 2014, the Board of Directors approved the 2013 *TransNet* Plan of Finance update. Draft bond documents are being prepared for the issuance of up to $350 million in long-term, fixed rate debt in late summer or early fall 2014. Staff will provide an overview of the bond strategy and financing schedule, including a summary of the draft bond documents scheduled for action at the July 25, 2014, Board meeting.

+13. 2014 ANNUAL REPORT FROM THE *TransNet* INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (Jonathan Tibbitts, Independent Taxpayer Oversight Committee Chair; Ariana zur Nieden)*

The Chair of the *TransNet* Independent Taxpayer Oversight Committee will present the Committee’s annual report for FY 2014. In accordance with the *TransNet* Extension Ordinance, the annual report presents the results of the annual fiscal and compliance audit process, including findings and recommendations.

14. SDG&E SUMMER ENERGY OUTLOOK (Jim Avery, SDG&E)

SDG&E staff will provide an overview of the region’s summer energy outlook and how the utility is preparing for potential supply and demand challenges.

+15. PROPOSED MIXED-USE DEVELOPMENT OF BUS LAYOVER FACILITY AND SANDAG OFFICE SPACE (Laura Coté)*

In summer 2013 staff was directed to further explore the feasibility of a potential mixed-use development of a bus layover facility and SANDAG office space. The results of the analysis to date will be presented to the Board of Directors.

+16. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL - SIGNIFICANT EXPOSURE TO LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9(d)(2) (ONE POTENTIAL CASE) (John Kirk)*

The Board of Directors will be briefed on an application by Mr. David Long to file a late claim stemming from a trip and fall incident at the 12th and Imperial Transit Station on May 23, 2013.

17. CONTINUED PUBLIC COMMENTS

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

18. UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, July 11, 2014, at 10 a.m. The next Board Business meeting is scheduled for Friday, July 25, 2014, at 9 a.m.

19. ADJOURNMENT

+ next to an agenda item indicates an attachment

* next to an agenda item indicates a San Diego County Regional Transportation Commission item
BOARD OF DIRECTORS DISCUSSION AND ACTIONS

MAY 9, 2014

Chairman Jack Dale (Santee) called the meeting of the SANDAG Board of Directors to order at 10 a.m. The attendance sheet for the meeting is attached.

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

George Heatherington, Bay Park Morena, spoke requesting more outreach to the public on the Mid-Coast Project and requested some modifications to the project.

Bill Figge, Caltrans District 11, stated that Caltrans held its Statewide Annual Highway Workers’ Memorial this past week in San Diego, and encouraged the public to drive safely and pay attention to the safety zones.

Council President Todd Gloria (City of San Diego) commented that Saturday, May 10, 2014, the County will be hosting the dedication ceremony for the new waterfront park. Additionally, the City of San Diego has proclaimed Saturday, May 10, 2014, as Meb Keflezighi Day, in his honor. Mr. Keflezighi is the first American to win the Boston Marathon in 31 years, and was a graduate of San Diego High School; a ceremony will be held there at 11:15 a.m.

Supervisor Ron Roberts (County of San Diego) invited the Board members and public to attend the dedication ceremony for the waterfront park celebration at the county offices downtown beginning at 10 a.m.

Colleen Windsor, Communications Director, stated that Sunday, May 11, 2014, is 511 Day, and SANDAG is launching the 511 San Diego App, which will provide users with real-time traffic, toll, and transit information to ease their commute. The app is made possible by a groundbreaking Integrated Corridor Management system funded by the U.S. Department of Transportation along the Interstate 15 Corridor. SANDAG spearheaded the project in collaboration with Caltrans, Metropolitan Transit System (MTS), North County Transit District (NCTD), and the cities of San Diego, Poway, and Escondido.

REPORTS

2. APPROVAL OF AWARD TO CONSTRUCTION MANAGER/GENERAL CONTRACTOR FOR MID-COAST CORRIDOR TRANSIT PROJECT AND LOSSAN RAIL CORRIDOR PROJECTS (APPROVE)

The Board of Directors was asked to approve selection of a Construction Manager/General Contractor and authorize the Executive Director to negotiate and execute Pre-Construction Services contracts for
the Mid-Coast Corridor Transit Project, the Elvira to Morena Double Track Project, and the San Diego River Bridge Double Track Project.

John Haggerty, Division Director of Rail, presented the item.

**Action:** Upon a motion by Mayor Cheryl Cox (Chula Vista) and a second by Deputy Mayor Lesa Heebner (Solana Beach), the Board of Directors approved the selection of a Construction Manager/General Contractor and authorized the Executive Director to negotiate and execute Pre-Construction Services contracts with Mid-Coast Transit Constructors for the Mid-Coast Corridor Transit Project, the Elvira to Morena Double Track Project, and the San Diego River Bridge Double Track Project. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – Del Mar and El Cajon.

### 3. MID-COAST CORRIDOR TRANSIT PROJECT UPDATE (DISCUSSION/POSSIBLE ACTION)

This item provided a general update on the Mid-Coast Project, including the ongoing environmental review process, planned application for federal funding, and progress of project design. This update also discussed the recent discovery of San Diego Fairy Shrimp within the project footprint and recent community concerns related to the Interstate 5 (I-5) crossing south of Nobel Drive.

Mr. Haggerty provided an update on the schedule and process for approval of the final environmental documents and obtaining a Full Funding Grant Agreement from the Federal Transit Administration.

City of San Diego Council President Pro Tem Sherri Lightner spoke in support of the motion.

Julie Hamilton, Cape La Jolla Gardens, spoke in support of the motion.

Sam Blick, La Jolla Village Square, spoke in support of the motion.

Rabbi Laune Coskey, Interfaith Committee for Worker Justice, spoke in support of the motion.

**Action:** Upon a motion by Supervisor Ron Roberts (County of San Diego) and a second by Council President Todd Gloria (City of San Diego), the Board of Directors approved amending the Refined Build Alternative for the Mid-Coast Corridor Transit Project to return the Interstate 5 crossing south of Nobel Drive to the location designated in the Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report for inclusion in the final environmental documents. Yes - 17 (weighted vote, 100%). No - 0 (weighted vote, 0%). Abstain - 0 (weighted vote, 0%). Absent - Del Mar and El Cajon.

### 4. CONTINUED PUBLIC COMMENTS/COMMUNICATIONS

Mike Werner, a member of the public, spoke regarding various personal issues with MTS.

### 5. NEXT STEPS AND CLOSING REMARKS

The next Board Business meeting is scheduled for Friday, May 23, 2014, at 9 a.m.

### 6. ADJOURNMENT

Chairman Dale adjourned the meeting at 11:04 a.m.
## ATTENDANCE
### SANDAG BOARD OF DIRECTORS MEETING
### MAY 9, 2014

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<th>NAME</th>
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<td>City of Escondido</td>
<td>Sam Abed (Primary)</td>
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<td>Jim Janney, 1st Vice Chair (Primary)</td>
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<td>Kristine Alessio (Primary)</td>
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<td>Todd Gloria (Primary, Seat B)</td>
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<td>City of San Marcos</td>
<td>Chris Orlando (Primary)</td>
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<td>Judy Ritter (Primary)</td>
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<td>CAPT Darius Banaji (Primary)</td>
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<td>SD Unified Port District</td>
<td>Bob Nelson (Primary)</td>
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<td>Tom Wornham (Primary)</td>
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<td>Remedios Gómez-Arnau (Primary)</td>
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<td>Southern California Tribal Chairmen's Association</td>
<td>Allen Lawson (Primary)</td>
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BOARD OF DIRECTORS DISCUSSION AND ACTIONS

MAY 23, 2014

Chairman Jack Dale (Santee) called the meeting of the SANDAG Board of Directors to order at 9:03 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Cheryl Cox (Chula Vista) and a second by Deputy Mayor Lesa Heebner (Solana Beach), the Board of Directors approved the minutes from the April 11, 2014, Board Policy and the April 25, 2014, Board Business Meetings. Yes – 15 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0. (weighted vote, 0%). Absent – Carlsbad, Lemon Grove, National City, and Vista.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Councilmember Chris Orlando (San Marcos), Mayor Sam Abed (Escondido), Supervisor Dianne Jacob (Chairwoman, County of San Diego), Mayor Judy Ritter (Vista), and Mayor Kevin Faulconer (City of San Diego) spoke regarding the collaboration of various entities in fighting the recent wildfires.

Monique Lopez, Environmental Health Coalition, spoke regarding the submission of response letters to SANDAG on the climate change and emerging technologies white papers.

Mike Werner, a member of the public, spoke regarding his recent security concerns with the Metropolitan Transit System.

Jack Shu, Cleveland National Forest Foundation (CNFF), provided comments on behalf of CNFF on the climate change and emerging technologies white papers.

3. ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

This item summarized the actions taken by Policy Advisory Committees since the last Board Business Meeting. The Board of Directors was asked to ratify these actions.

Action: Upon a motion by Mayor Faulconer and a second by Deputy Mayor Heebner, the Board of Directors approved Item No. 3. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – Carlsbad and Lemon Grove.
CONSENT

4. ACTIVE TRANSPORTATION PROGRAM REGIONAL CALL FOR PROJECTS (APPROVE)

The Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation such as biking and walking. The Board of Directors was asked to: (1) authorize the Call for Projects for the Active Transportation Program regional competitive funding process; and (2) delegate authority to the Executive Director to assemble a multidisciplinary advisory group to assist in evaluating project applications, in accordance with California Transportation Commission guidelines.

5. DISTRIBUTION OF FUNDS FROM THE CALIFORNIA COASTAL COMMISSION PUBLIC RECREATIONAL BEACH IMPACT MITIGATION FUND (APPROVE)

In response to a request by the City of Solana Beach, the Regional Planning Committee recommended that the Board of Directors: (1) approve the allocation of funds from the Public Recreational Beach Impact Mitigation Fund in accordance with the resolution for the City of Solana Beach; and (2) direct staff to submit the proposal to the Executive Director of the California Coastal Commission for review and approval.

6. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (INFORMATION)

In accordance with various SANDAG Board Policies, this report summarized certain delegated actions taken by the Executive Director since the last Board of Directors meeting.

7. REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (INFORMATION)

Board members provided brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board of Directors meeting.

8. FY 2015 WEIGHTED VOTING FORMULA (INFORMATION)

On an annual basis, SANDAG is required to recompute the weighted vote of the Board of Directors based on updated population figures. The population figures used for this purpose have been certified by the California Department of Finance. The weighted voting formula for FY 2015 has been recomputed, and there are no changes.

9. OVERVIEW OF DEVELOPMENTS IN THE FINANCIAL MARKETS AND QUARTERLY INVESTMENT REPORT FOR THE PERIOD ENDING MARCH 31, 2014 (INFORMATION)

This quarterly report provides various finance-related items to the Board of Directors, including: (1) a quarterly report of investments, including all money under the direction or care of SANDAG; (2) an update on the SANDAG debt portfolio; and (3) information about the latest developments in the financial markets, the economy, and sales tax revenues.

Action: Upon a motion by Mayor Cox and a second by Mayor Abed, the Board of Directors approved Consent Items No. 4 through 9. Yes – 17. No – 0. Abstain – 0. Absent – Carlsbad and Lemon Grove.
REPORTS

10. FINAL PROPOSED FY 2015 PROGRAM BUDGET (INCLUDING THE OVERALL WORK PROGRAM) (APPROVE)

SANDAG Bylaws require the Board of Directors to adopt a final budget by June 30th of each year. The Final Proposed FY 2015 Budget includes the Overall Work Program, Regional Operations, Capital Improvement Program, TransNet Program, and Administrative and Board budgets. The Executive Committee recommended that the Board of Directors approve Resolution No. 2014-12, adopting the Final Proposed FY 2015 Program Budget.

First Vice Chair Jim Janney (Imperial Beach) introduced the item.

André Douzdjian, Finance Director, provided an overview of the final proposed budget.

Tim Watson, Budget Program Manager, presented the proposed changes to the budget that occurred since the Board reviewed the draft in April.

Action: Upon a motion by First Vice Chair Janney and a second by Mayor Cox, the Board of Directors approved Resolution No. 2014-12, adopting the Final Proposed FY 2015 Program Budget. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0. (weighted vote, 0%). Absent – Carlsbad and Lemon Grove.

11. SAN DIEGO FORWARD: THE REGIONAL PLAN: CONSIDERATIONS FOR THE DEVELOPMENT OF THE INITIAL REVENUE CONSTRAINED TRANSPORTATION SCENARIOS (DISCUSSION)

The Board of Directors accepted the draft Unconstrained Transportation Network for use in the development of San Diego Forward: The Regional Plan in December. The Revenue Constrained transportation scenarios will attempt to build and operate as much of the Unconstrained Network as possible, given revenue flexibility and project priorities. Board members were asked to discuss and provide feedback on the project rankings and the draft network approach.

Council President Todd Gloria (City of San Diego), Transportation Committee Chair, introduced the item.

Phil Trom, Senior Regional Planner, presented a summary of the project rankings, estimated cost of the draft Unconstrained Network, initial revenue projections, and initial technology and management concepts to help make the existing and future transportation network more efficient.

Jack Shu, CNFF, spoke regarding the project rankings in the initial revenue constrained transportation network.

Action: This item was presented for discussion.

12. PROPOSED FY 2014/2015 PROGRAM BUDGET AMENDMENT: SUPERLOOP PROJECT (APPROVE)

John Dorow, Senior Transportation Engineer, presented the item.
Action: Upon a motion by Council President Gloria and a second by First Vice Chair Janney, the Board of Directors approved the proposed FY 2014/2015 budget amendment for the SuperLoop Capital Improvement Project No. 1041502 to add $685,000; and authorized the Executive Director to execute all agreements necessary to accept $685,000 from UC San Diego as contribution to the construction of the Gilman Transit Center in conjunction with the SuperLoop Project. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0. (weighted vote, 0%). Absent – Carlsbad and Lemon Grove.

13. MARKETING AND PUBLIC OUTREACH FOR RAPID (INFORMATION)

SANDAG and the Metropolitan Transit System (MTS) are preparing to market the launch of Rapid, the new, high-frequency, limited-stop bus service operated by MTS. The first all-day Rapid service, which will start in June 2014, will operate between the Escondido Transit Center and Downtown San Diego via Interstate 15. Additional routes will be added in the following months.

Council President Gloria introduced the item.

Elizabeth Cox, Marketing Communications Manager, presented the fresh, dynamic marketing approach that takes on a personal touch to educate commuters about a new, reliable commute choice.

Action: This item was presented for information.

14. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS - JANUARY THROUGH MARCH 2014 (INFORMATION)

Michelle Smith, Associate Financial Analyst, provided this quarterly report, which summarized the current status of major transportation projects and programs in the SANDAG five-year Regional Transportation Improvement Program for the period January through March 2014.

Action: This item was presented for information.

15. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

16. UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, June 13, 2014, at 10 a.m. The next Board Business meeting is scheduled for Friday, June 27, 2014, at 9 a.m.

17. ADJOURNMENT

Chairman Dale adjourned the meeting at 10:47 a.m.
### ATTENDANCE

**SANDAG BOARD OF DIRECTORS MEETING**
**MAY 23, 2014**

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<td>Kevin Faulconer (Primary, Seat A)</td>
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<td>City of San Diego - A</td>
<td>Todd Gloria (Primary, Seat B)</td>
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<td>Chris Orlando (Primary)</td>
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<td>Jack Dale, Chair (Primary)</td>
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<td>Lesa Heebner (Primary)</td>
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<td>Judy Ritter (Primary)</td>
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<td>Ron Roberts (Primary, Seat A)</td>
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<td>Dianne Jacob (Primary, Seat B)</td>
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<td>Caltrans</td>
<td>Laurie Berman (1st. Alt.)</td>
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<td>Al Ovrom (Alternate)</td>
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<td>NCTD</td>
<td>Bill Horn (Primary)</td>
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<td>Sup. John Renison (Primary)</td>
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<td>US Dept. of Defense</td>
<td>CAPT Richard Whipple (Alternate)</td>
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<td>SD Unified Port District</td>
<td>Bob Nelson (Primary)</td>
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<td>SD County Water Authority</td>
<td>Tom Wornham (Primary)</td>
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<td>Mexico</td>
<td>Remedios Gómez-Arnau (Primary)</td>
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<tr>
<td>Southern California Tribal Chairman's Association</td>
<td>Allen Lawson (Primary)</td>
<td>No</td>
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</tbody>
</table>
INTRODUCTION

The following actions were taken by the Policy Advisory Committees since the last Board of Directors meeting.

BORDERS COMMITTEE MEETING (May 23, 2014)

The Borders Committee did not take any actions at this meeting.

TRANSPORTATION COMMITTEE MEETING (June 6, 2014)

The Transportation Committee took the following actions or recommended the following approvals:

- Approved Amendment No. 17 – Administrative Modification of the 2012 Regional Transportation Improvement Program.
- Accepted the Draft 2014-2018 Coordinated Plan for public review and comment.
- Recommended that the Board of Directors find Metropolitan Transit System (MTS) and North County Transit District (NCTD) made a reasonable effort to implement productivity improvements during FY 2014.

REGIONAL PLANNING COMMITTEE MEETING (June 6, 2014)

The Regional Planning Committee took the following actions or recommended the following approvals:

- Accepted the Draft 2012-2013 Biennial Regional Comprehensive Plan Performance Monitoring Report for a three-week public review and comment period.

EXECUTIVE COMMITTEE MEETING (June 13, 2014)

The Executive Committee took the following actions or recommended the following approvals:

- Approved the proposed list of committees and working groups.

RECOMMENDATION

The Board of Directors is asked to ratify the actions of the Policy Advisory Committees.
• Approved the draft agendas for the June 27, 2014, Board Business meeting as amended, and the July 11, 2014, Board Policy meeting.

TRANSPORTATION COMMITTEE MEETING (June 20, 2014)

The Transportation Committee is scheduled to take the following actions or recommend the following approvals:

• Authorized staff to accept the Neighborhood Reinvestment Program Grant from the County of San Diego and amend the FY 2015 Program Budget to increase the Interstate 805 Two Highway Occupancy Vehicle: Palomar Street to State Route 94 Project (CIP No. 1280510) by $118,000.

• Approved the NCTD and MTS FY 2015 operating budgets for funding, with the final MTS budget subject to approval by the MTS Board of Directors as scheduled on June 19, 2014.

• Recommended that the Board of Directors adopt Resolution Nos. 2014-19 to 2014-24, approving the FY 2015 Transportation Development Act claims, and adopt the State Transit Assistance findings as certified by NCTD; and adopt Resolution No. 2014-25 approving FY 2014 Transportation Development Act claim amendment, pending Board approval of the Productivity Improvement Program for the transit operators.

• Accepted the San Ysidro Intermodal Transportation Study Final Report for submission to Caltrans and to the City of San Diego for consideration in its current San Ysidro Community Plan update.

• Approved program fund allocations of $3 million for the call box reserve program per staff recommendation.

PUBLIC SAFETY COMMITTEE MEETING (June 20, 2014)

The Public Safety Committee is not scheduled to take any actions.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org
Introduction

Pursuant to Board direction, construction and professional services awards associated with an original solicitation valued at $5 million or more require Board of Directors approval.

Construction Award

**East County Bus Maintenance Facility Improvements**

In February 2014 SANDAG conducted an invitation for bids consistent with SANDAG Board Policy No. 024: Procurement and Contracting - Construction for improving the East County Bus Maintenance Facility. The project includes demolishing existing buildings and constructing a new bus maintenance facility and administration building, bus wash facility, compressed natural gas fueling lanes, bus parking, and street improvements on an existing five-acre site in the City of El Cajon. The work is expected to be completed in phases to facilitate the existing bus operations.

As required by federal provisions, an engineer’s estimate was prepared by SANDAG prior to the solicitation, resulting in an estimated amount of $23.31 million.

Four bids were considered; the lowest of these bidders was Clark Construction Group - California Limited Partnership. A summary of bids is included as Attachment 1. Staff is recommending approval of an award to Clark Construction Group - California Limited Partnership, with a term of 468 working days and a contract value of $21,589,605. The FY 2014 and FY 2015 Program Budgets include funding for this proposed contract in CIP 1049600: East County Bus Maintenance Facility.

Professional Services Awards

**Appraisal and General Right-of-Way Management Services**

In January 2014, SANDAG conducted a formal procurement to solicit services from qualified firms with expertise in a variety of appraisal and general real estate appraisal and right-of-way acquisition services in order to support various capital improvement efforts included in the FY 2014 and FY 2015 Program Budgets. The specific SANDAG projects that are anticipated to utilize the...
appraisal and general right-of-way services contracts include the TransNet Environmental Mitigation Program, Interstate 5 North Coast Corridor, State Route 11 and Otay Mesa East Port of Entry, State Route 76 Corridor, Regional Bikeway Projects, Interstate 15 Corridor, Mid-City Rapid Bus, Mid-Coast Corridor Transit Project, Interstate 805 Corridor, and the San Ysidro Intermodal Freight Facility.

As required by SANDAG Board Policy No. 016: Procurement of Services and Federal Provisions, an independent cost estimate was prepared by SANDAG resulting in an estimated amount of $10.7 million over a five-year period.

In total, 19 proposals were received and 10 are recommended for an award. A summary of overall evaluation results is included as Attachment 2.

The consultants are categorized based on the types of services offered. The proposed contracts allow for an initial three-year term, with two additional one-year options. The recommended consultants and respective value of the initial contracts would be as follows:

<table>
<thead>
<tr>
<th>Consultant</th>
<th>Services Offered</th>
<th>Contract Value</th>
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<tbody>
<tr>
<td>Bender Rosenthal, Inc.</td>
<td>Right-of-Way Management</td>
<td>$500,000</td>
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<tr>
<td>Crockett &amp; Associates, LTD</td>
<td>Furniture, Fixtures, Machinery,</td>
<td>$5,000</td>
</tr>
<tr>
<td></td>
<td>and Equipment</td>
<td></td>
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<td>Dore Group, Inc.</td>
<td>Furniture, Fixtures, Machinery,</td>
<td>$10,000</td>
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<tr>
<td></td>
<td>and Equipment; Goodwill</td>
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<tr>
<td>HDR Engineering, Inc.</td>
<td>Right-of-Way Management</td>
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<tr>
<td>Hendrickson Appraisal Co., Inc.</td>
<td>Real Estate; Environmental</td>
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<td>Integra Realty Resources</td>
<td>Furniture, Fixtures, Machinery,</td>
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</tr>
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<td></td>
<td>and Equipment; Goodwill</td>
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<tr>
<td>Jones, Roach &amp; Caringella, Inc.</td>
<td>Real Estate; Environmental</td>
<td>$400,000</td>
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<tr>
<td>Overland, Pacific &amp; Cutler, Inc.</td>
<td>Right-of-Way Management</td>
<td>$500,000</td>
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<tr>
<td>Perdue &amp; Russell Real Estate Appraisal</td>
<td>Real Estate; Environmental</td>
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<tr>
<td>Recht &amp; Recht Company, Inc.</td>
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<tr>
<td><strong>TOTAL</strong></td>
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<td><strong>$3,125,000</strong></td>
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GARY L. GALLEGOS
Executive Director

Attachments: 1. Construction Award - Summary of Bidders for East County Bus Maintenance Facility
2. Professional Services Awards - Summary of Overall Evaluation Results

Key Staff Contact: Laura Coté, (619) 699-6947, laura.cote@sandag.org
Bid Summary Chart
East County Bus Maintenance Facility Improvements Project
CIP 1049600

Engineers Estimate: $23.32
Clark Construction Group- California LP: $21.59
RABC-ECC A Joint Venture: $21.86
RC Graves Construction: $23.51
Brutoco Pulice Joint Venture: $25.43
**RECOMMENDATION FOR AWARD OF APPRAISAL OR RIGHT OF WAY SERVICES**  
Summary of Overall Evaluation Results – June 2014

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<th>Real Estate</th>
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<td>Recht and Recht</td>
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*recommended for award within this category
FY 2015 TRANSPORTATION DEVELOPMENT ACT  
PRODUCTIVITY IMPROVEMENT PROGRAM

Introduction

The Transportation Development Act (TDA) provides one-quarter percent of the state sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. SANDAG, as the designated Regional Transportation Planning Agency, is responsible for the allocation of TDA funds to the region’s cities, County, and transit operators.

Pursuant to California Public Utilities Code Section 99244, an operator can be allocated no more in FY 2015 than it was allocated in FY 2014 unless the region’s transportation planning agency determines that the operator made a reasonable effort to implement the productivity improvement recommendations adopted subsequent to the last triennial TDA audit (completed in July 2013), and also to show desirable productivity. This reasonable effort is determined through the evaluation of three-year trend data and an annual review of actions taken by each operator to address recommendations received during the triennial audit.

The Transportation Committee reviewed the TDA productivity improvement recommendations on June 6, 2014, and recommends the Board of Directors make the required findings.

Discussion

Productivity Improvement Measures

The Productivity Improvement Program includes all of the performance measures stated in the state TDA Guidebook Section 99246(d). Additionally, SANDAG tracks multiyear trend analysis since it is recognized that steps taken by the transit agencies to improve system performance often take several years to be fully realized. The Productivity Improvement Program for FY 2014 included the evaluation of the following TDA performance measures over a three-year (13 quarters; Quarter 2 FY 2011 to Quarter 2 FY 2014) period:
• Operating Cost Per Passenger (adjusted for annual inflation) – measures cost effectiveness
• Operating Cost Per Revenue Hour (adjusted for annual inflation) – measures cost efficiency
• Passengers Per Revenue Hour – measures service productivity
• Passengers Per Revenue Mile – measures service productivity
• Revenue Hours Per Employee – measures labor productivity
• Farebox Recovery Ratio – measures service cost efficiency

These performance indicators are measured separately for fixed-route services (Metropolitan Transit System [MTS] Trolley, MTS Bus, North County Transit District [NCTD] SPRINTER, NCTD COASTER, and NCTD BREEZE Bus) and Americans with Disabilities Act of 1990 (ADA) Paratransit services (MTS ADA and NCTD ADA).

The indicators help determine if the agency is obtaining the desired results from the system and if overall performance is improving based on updated regional strategies or service operation plans. These indicators are reviewed quarterly by the Regional Short-Range Transit Planning Task Force. These indicators also help the transit agencies determine where improvements can be made. These improvements can be incorporated into each operator’s Service Implementation Plan, which are included in the Coordinated Public Transit – Human Services Transportation Plan prepared by SANDAG.

Performance trends were evaluated in FY 2014 to determine whether the transit agencies improved their performance in light of external circumstances (e.g., fuel prices and reduced state funding levels for transit). To facilitate a greater understanding of each individual service (MTS Bus, MTS ADA, MTS Trolley, NCTD BREEZE, NCTD COASTER, NCTD SPRINTER, and NCTD ADA), a composite index of the six TDA performance measures is included in the Productivity Improvement Program to help determine overall trends.

Attachment 1 includes a chart of each of the six performance indicators as well as the composite evaluation of each service from Quarter 2 of FY 2011 to Quarter 2 of FY 2014. The overall composite charts are followed by charts that specifically illustrate the percent change through the reporting period as discussed below.

**MTS FY 2014 Performance**

The results of the Quarter 2 FY 2011 to Quarter 2 FY 2014 MTS performance trend analysis indicate that:

• MTS Trolley performance improved by 7 percent based on the Quarter 2 FY 2011 to Quarter 2 FY 2014 analysis. The main reason for this increase is a 31 percent increase in ridership since Quarter 2 FY 2011. For this reason, Quarter 2 FY 2014 shows increases in the productivity measures of passengers per revenue hour and passengers per revenue mile. The Trolley farebox recovery rate remained stable, resulting in a recent four-quarter average of 54 percent. This farebox recovery is well above the 36 percent system average. The most recent increase is due to two factors: higher ridership in Quarters 1 and 2 of FY 2014, and the use of Automatic
Passenger Counting data that better estimates Trolley ridership versus the old survey methodology.

- MTS Bus overall performance improved by 3 percent based on the three-year analysis from Quarter 2 FY 2011 to Quarter 2 FY 2014. This is due to the fact that there was a 7.7 percent increase in ridership over the three years and a slight increase in the performance measures of passengers per revenue hour and passengers per revenue mile.

- MTS ADA overall performance improved by 4 percent over the past analysis period. Revenue miles and revenue hours increased slightly since Quarter 2 FY 2013 as did ridership (7.6%). While there was a small gain in operating cost for this service, due to simultaneous increases in ridership and revenue hours, there was an overall decrease in operating costs per passenger and per revenue hour since Quarter 2 FY 2013. The farebox recovery ratio decreased by 1.4 percent over the three-year analysis period and stands at 13.1 percent for Quarter 2 of FY 2014.

**NCTD FY 2014 Performance**

The results of the Quarter 2 FY 2011 to Quarter 2 FY 2014 NCTD performance trend analysis indicate that:

- NCTD COASTER overall performance improved by 8 percent over the three-year analysis period. Since Quarter 2 FY 2013, the COASTER experienced an increase in total number of boardings. COASTER proved cost effective and experienced a decrease in operating cost per passenger and in operating cost per revenue hour since Quarter 2 FY 2013. The COASTER demonstrated a positive performance in both productivity measures, Passenger per revenue hour and passengers per revenue mile. The farebox recovery ratio increased by .5 percent since Quarter 2 FY 2011, ending the analysis period at 35.8 percent.

- NCTD SPRINTER performance declined by 3 percent over the last 13 quarters. The SPRINTER performance decline was primarily due to the shutdown in service that occurred on March 9, 2013, due to the trains’ accelerated brake rotor wear. Since the last quarter, SPRINTER has seen improvements in passengers per revenue hour. Currently, the farebox recovery ratio is 18.4 percent, which is slightly below the TDA required minimum of 18.8 percent for fixed route services. The farebox recovery ratio has increased by over 10 percent from the ratio that was attained while SPRINTER service was unavailable during 2013.

- NCTD BREEZE overall improved by 4 percent from Quarter 2 FY 2011 to Quarter 2 FY 2014. Since the last quarter, there has been a decrease in revenue hours and operating costs but a small increase in ridership. Since Quarter 2 FY 2013, BREEZE service saw little change in operating costs per passenger and per operating cost per revenue hour. Labor productivity improved by 8.7 percent from the Quarter 2 FY 2011 to the Quarter 2 FY 2014. BREEZE farebox recovery has improved by 2 percent over the last three years, ending at 21.1 percent in Quarter 2 FY 2014.

- NCTD ADA service improved by 13 percent over the three-year analysis period. During this analysis period, ridership increased by 27.2 percent. Additionally, improvements were experienced in operating cost per passenger. The farebox recovery ratio for the most recent quarter was 13.2 percent.
**TDA Triennial Audit Recommendations**

In addition to the three-year performance monitoring associated with the annual TDA claim, the triennial performance audit included the development of improvement recommendations for the transit agencies. The most recent performance audit completed in July 2013 included some recommendations on possible strategies to improve efficiency and effectiveness for both transit operators. These recommendations and the associated MTS and NCTD action plans and the progress made to date to implement them (from Form B of the 2014 TDA Claim) were updated by MTS and NCTD and are included in Attachments 2 and 3, respectively.

**FY 2014 Productivity Improvement Program**

Based on the results discussed above, the conclusion of the performance analysis is that both MTS and NCTD have made reasonable efforts toward achieving their FY 2014 productivity improvements. During this analysis period, the farebox recovery ratio for SPRINTER increased by 10 percent since SPRINTER service returned in Quarter 1 FY 2014, but is still slightly below the TDA required minimum threshold. Staff will continue to monitor this performance indicator in future reporting.

GARY L. GALLEGOS  
Executive Director

Attachments:  
1. FY 2014 Productivity Improvement Results  
2. MTS Annual TDA Claim Form (Form B)  
3. NCTD Annual TDA Claim Form (Form B)

Key Staff Contact: Brian Lane, (619) 699-7331, brian.lane@sandag.org
FY 2014 Productivity Improvement Results
Composite Evaluation

Figure 1: Operating Cost per Passenger
(Logarithmic Scale)

Figure 2: Operating Costs per Revenue Hour
(Logarithmic Scale)
SANDAG Staff Member:  Brian Lane  Date Completed:  May 1, 2014

Operator:  Metropolitan Transit System (MTS)

Date of Last Performance Audit:  June 28, 2013

<table>
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<th>Page</th>
<th>Performance Audit Recommendation(s)</th>
<th>Actions Taken to Implement Recommendations</th>
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<tr>
<td>40</td>
<td>1. MTS should identify ways to maintain and improve the cost efficiency of MTS directly operated bus service.</td>
<td>MTS has begun the process of mitigating inflationary costs related to directly operated bus service. For example, MTS negotiated comprehensive work rule and benefit changes to all four labor contracts, including unprecedented pension reform that other transit systems are attempting to model. Specially, all new bus operators and maintenance employees are placed in a defined contribution plan instead of a defined benefit plan. Legacy employees who remain in a defined benefit plan now contribute up to 5 percent of pay to their pensions. Moreover, we also have negotiated “pension cost sharing formulas” with the unions that represent employees who are members of California Public Employees' Retirement System (CalPERS). Since CalPERS restricts the employer’s ability to place new employees in a defined contribution plan, we negotiated cost sharing formulas that require employees to automatically increase contributions to offset the employer’s share when certain thresholds are reached. MTS also has negotiated extensive changes to work rules that will help the bottom line. For example, MTS directly operated bus employees now earn overtime pay for hours worked over 40 hours in a week instead of after 8 hours in a day, which has resulted in decreased absenteeism. Vacation and sick leave accruals also have been reduced and loopholes in attendance policies have been closed. The effects of these contracts will have a larger impact the next audit period of FY 2013-FY 2015 and are forecasted to save the agency approximately $80 million over the next 30 years. MTS is restricted in the amount of service it may contract with an outside provider since the passage of California Assembly Bill 117 (Kehoe, 2003). The law essentially prohibits MTS from contracting out service now operated by San Diego Transit Corporation (SDTC). New</td>
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services are not bound by the same restriction, therefore, staff analyzes any new service to determine if the service should be operated in-house by SDTC or contracted out. The analysis includes location of the service and proximity to operations and maintenance facility bases, cost, capability of the entity to expand service, type of vehicles used, fleet compatibility issues if any, etc. For example, the SuperLoop service was operated in-house because the Imperial Avenue Division was closest to the service area, thus minimizing excessive deadhead and the buses used were brand new technology for MTS (gasoline-hybrid electric power plants) and SDTC was better capable of introducing, monitoring, maintaining, and operating this new technology.

Working within this restriction, MTS has driven down costs by consolidating much of its contracted operations under single mile or hour-based contracts, consolidating facilities, and addressing energy costs. For example, in 2011, MTS combined ADA and minibus contracts, and purchased a centralized facility with direct freeway access for these services. MTS took advantage of the soft real estate market and performed a few modifications to the former RV sales site. These actions reduced the cost to operate the ADA service by $7.3 million over the seven-year term of that contract, and the minibus service by $4.2 million over the ten-year term of that contract. MTS has negotiated with British Petroleum to receive discounts on compressed natural gas by using credits for green, renewal gas. Furthermore, MTS opted into the California Independent System Operator program to purchase electricity from the state’s wholesale transmission grid, resulting in energy cost savings.

MTS will continue to seek ways to improve efficiency by reviewing its service operations to determine the best method for service delivery. Operations will be evaluated to determine when opportunities are available for contracting within the confines of AB 117.
STATEMENT OF EFFORTS MADE TO IMPLEMENT PERFORMANCE AUDIT RECOMMENDATIONS

SANDAG Staff Member:  Brian Lane Date Completed:  May 5, 2014

Operator:  North County Transit District (NCTD) Date of Last Performance Audit:  June 28, 2013

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<th>Page</th>
<th>Performance Audit Recommendation(s)</th>
<th>Actions Taken to Implement Recommendations</th>
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<tr>
<td>38</td>
<td>1. Develop strategies to improve fare simplification and integration, including with regional partners SANDAG, MTS, Amtrak and Metrolink</td>
<td>This recommendation from the TDA Auditor is important. However, it must be recognized that NCTD does not establish regional fares and does not have the ability to require partnering/connecting agencies to enter into simplified fare agreements. With that said, NCTD has taken the following actions to address the recommendations provided in the TDA FY10-12 Performance Audit of NCTD:</td>
</tr>
</tbody>
</table>

1. **September 2013** – NCTD organized and convened a Fare Simplification Working Group with members from NCTD, MTS, and SANDAG to consider:
   - a. Direction of the Fare Simplification Working Group
   - b. Response to FY 10-FY12 Triennial Performance Review of NCTD
   - c. Assessment of fare structure
   - d. Forms of fare media
   - e. Leveraging fare technology
   - f. Fare Policy vs. Fare Technology

2. **September 2013** – NCTD partnered with MTS for NCTD to sell special event tickets (Region Plus Day Pass) through a mobile ticketing application (CooCoo) to allow customers to board both COASTER and Trolley to commute to all 2013 Charger home games.

3. **October 2013** – NCTD entered into a revised Rail2Rail program with Amtrak Pacific that provides San Diego county commuters with additional train options, convenience, value, and fare simplification/interoperability. This program has yielded operating cost savings and has generated increased COASTER ridership.

4. **November 2013** – NCTD participated in a fare technology workshop convened by LA Metro to discuss the future of fare revenue systems.
amongst several transit agencies. The workshop focused on leveraging the economies of scale associated with having fare revenue systems with common or compatible system requirements. This break from the proprietary fare revenue systems operated by agencies today would allow for system administration efficiency improvements, but also allow for compatibility of fares within and across regions.

5. **January 2014** – The Fare Simplification Working Group covered the following items:
   a. Status of implementing recommendations from prior Regional Transit Fare Structure and Revenue Sharing Study
   b. Evaluate the need for Rural Routes
   c. Consolidation of COASTER zones
   d. Fees for special event fare sales
   e. Raising BREEZE single ride to be commensurate with MTS bus fare (recommended in study)
   f. Transfer from Transit
   g. Availability of RegionPlus Day Pass on MTS bus
   h. Removal of SVCC $1 fare from ordinance since there is no fare to customers in operations due to NCTD subsidy of the fare
   i. Re-naming for RegionPlus and Regional passes
   j. Determined that SANDAG should commission another Fare Study and update the model used for analyzing fare changes on ridership and revenue in FY 2016

6. **March 2014** – NCTD partnered with MTS for NCTD to sell special event tickets (Region Plus Day Pass) through a mobile ticketing application (CooCoo) to allow customers to board both COASTER and Trolley to commute to all 2014 Padres home games.

7. **May 2014** – NCTD made available a 30-Day SPRINTER/BREEZE Monthly pass. This was the only pass in the region without a 30-Day option, and now provides another option for customers to purchase the fare that best meets their needs.

In addition to these actions already taken by NCTD,
consideration has been given to the following items:

1. Making One-way COASTER tickets available for purchase through the CooCoo mobile ticketing application anticipated by June 30, 2014.
2. Making Regional Day Passes ($5) available for purchase on Compass Cards in the NCTD service area (Buses and TVM's) in order to mirror the purchase options available in the MTS service area.
   a. NCTD would not however charge a $2 administration fee to customers purchasing the Regional Day Pass on paper
3. Inter-jurisdictional fares valid for NCTD, MTS, Metrolink, and Metrolink connecting services. Formation of an agreed upon fare structure has been reached by NCTD and Metrolink. NCTD will reestablish the discussion for possible implementation during FY 2015.
4. NCTD provided UCSD with a cost proposal associated with a student referendum which would allow all UCSD students access to utilize all BREEZE and SPRINTER services.

Other fare system issues specified in the TDA FY10-12 Performance Audit of NCTD were as follows:

1. “Complicated and confusing due to multiple modes”
   a. Formation of the Fare Simplification Working Group is intended to collaborate towards assessing the current environment and recommending improvements to simplify the fare structure
   b. Commissioning an update of the 2008 fare study will also address this concern
2. “Transfers...have been problematic”
   a. Transit operators are operating under the SANDAG Comprehensive Fare Ordinance which incorporated recommendations from the previous fare study
   b. In October 2011, NCTD had recommended to simplify the transfer for single-ride and round trip COASTER tickets by allowing transfers to Trolley and MTS bus service comparable to the
use of the Monthly COASTER Pass. This recommendation was not implemented due to the existence of the Region Plus Day Pass which allows for the same trip.

c. NCTD reinstated the Transfer from Transit trip which provides for discounted single-ride COASTER tickets to customers with Regional fares. This discount is primarily subsidized by NCTD, and utilized by customers mostly at Santa Fe Depot and OTC.

3. “Paper day passes with one operator and not the other”

   a. NCTD believes that a paper day pass is beneficial to have as a fare instrument particularly for customers who ride infrequently or for special events. MTS recognizes NCTD’s paper pass so there is no issue of interoperability. NCTD’s operation of commuter rail and connections with Metrolink and Amtrak support the need for a paper fare instrument to support interoperability.

4. “Accounting for revenue sharing disagreements for special event discounted fares”

   In most special event fares, the transit operators have relied upon the existing Region Plus Day Pass MOU for methodology of revenue distribution (Chargers and Padres games).

Oversight of all operating modes is now consistent. Each mode has a detailed oversight report completed monthly that confirms compliance with contract standards. Each report indicates performance, trends and determines compliance of deliverables and liquidated damages. Each report is provided to executive staff, contractors and maintained within NCTD document control system.

39 2. Examine best provisions for performance standards, incentives and disincentives within recent contracts (BREEZE, LIFT) and apply where applicable to contracts for other modes.

A complete review of the of NCTD’s Sprinter vehicle maintenance program has been completed. The review indicated the need of several enhancements that have been implemented to include; revamping of reactive and preventative maintenance
<table>
<thead>
<tr>
<th>Page</th>
<th>Performance Audit Recommendation(s)</th>
<th>Actions Taken to Implement Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>4. Carefully track Performance Plan adherence for LIFT contractor through regular reporting out on progress and continued customer surveys.</td>
<td>The performance of NCTD’s LIFT contractor, American Logistics Corporation (ALC) continued to be monitored and evaluated for compliance. Although there continued to be progress and improvements, NCTD and ALC reached an agreement to terminate the contract on March 30, 2014. NCTD has transitioned to a new service provider and continues to monitor their performance.</td>
</tr>
</tbody>
</table>
FY 2015 CLAIMS FOR TRANSPORTATION DEVELOPMENT ACT AND STATE TRANSIT ASSISTANCE, AND FY 2014 TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENT

Introduction

The Transportation Development Act (TDA) provides one-quarter percent of the state sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. SANDAG, as the designated Regional Transportation Planning Agency (RTPA), is responsible for the allocation of TDA funds to the region's cities, County, and transit operators. On February 28, 2014, the Board of Directors approved the San Diego County Auditor's estimate of $131,153,547 for FY 2015 TDA apportionment. This report presents the TDA claim requests under the various articles of the statute. Additionally, the North County Transit District (NCTD) submitted a claim under the State Transit Assistance (STA) Program.

Discussion

Recommendations for Productivity Improvements of Operators

Pursuant to California Public Utilities Code (PUC) Section 99244, an operator can be allocated no more in TDA funding in the upcoming fiscal year (FY 2015) than it was allocated in the current fiscal year (FY 2014) unless SANDAG determines that the operator made a reasonable effort to implement the productivity improvement recommendations adopted by the Board of Directors for the current fiscal year (FY 2014). At its June 6, 2014, meeting, the Transportation Committee recommended to the Board of Directors to make a determination that both the Metropolitan Transit System (MTS) and NCTD made a reasonable effort to implement the productivity improvements outlined for FY 2014. This report describes the FY 2015 claims, the approval of which is pending the productivity determination to be approved by the Board (Agenda Item No. 5).
**Transit Claims**

TDA allocations are authorized under four separate articles of the law. Article 3 funds are designated for bicycle and pedestrian projects. Article 4 funds are used to provide general public transit services. Article 4.5 funds are designated for community transit services. Article 8 funds support specialized services such as express bus and ferry services. Attachment 1 provides a summary of the claims by article, as described below. Attachment 2 describes the transit services that the funding would support in FY 2015.

**Article 3 - Non-Motorized Claims (Bicycle and Pedestrian Projects)**

For FY 2015, there is approximately $3.86 million available. This amount is made up of FY 2015 apportionment (approximately $2.5 million) and approximately $1.3 million in carryover, interest, and funds returned from completed projects. Of the available funding, approximately $1.6 million is proposed to fund Bike Facilities: La Mesa to North Park Project (CIP 1223020), one of the Board-approved Bike Early Action Program (EAP) projects. Of the remaining amount, $2 million represents the set aside for the regional call for projects process (approved as part of the September 27, 2013, Bike EAP Board action) for FY 2014 and FY 2015; the balance is proposed to remain in the program toward future projects.

**Article 4 - General Public (Fixed Transit Route)**

The Article 4 funds are used by MTS and NCTD for operations and as a local match for federally funded capital projects, and comprise the largest portion of the TDA claim. These funds provide support for rail and bus fixed route services and also help augment paratransit services. As shown in Attachment 1, the total Article 4 claim under MTS is $83,234,790, while the NCTD total is $34,560,110, which includes transfers to SANDAG.

**Article 4.5 - Community Transit Service (Accessible Service for the Disabled)**

Article 4.5 funds are allocated in the San Diego region to support demand response transit services required by the Americans for Disability Act (ADA). SANDAG Board Policy No. 027: Transportation Development Act, requires that after allocating 2 percent of these funds to the Coordinated Transportation Services Agency (CTSA), funds be distributed between the two transit agencies in the region based upon service area population. ADA operations for MTS and NCTD also are augmented by annual transit revenues in the TransNet Program. Since ADA-mandated complementary paratransit service is limited to those who cannot use regular fixed-route service, customers must be certified as eligible users of this service. MTS is claiming $4,320,225, and NCTD is claiming $1,768,351 for operating support. CTSA is claiming $124,257 to assist seniors, persons with disabilities, and social service recipients in San Diego County to meet their transportation needs. Attachment 3 provides the CTSA Annual Work Program.

**Article 8 - Special Provisions (Express Bus, Ferry)**

MTS is the only operator that claims this article for its express bus services ($300,000) and to pass-through the funding to the City of Coronado that provides the ferry service ($189,914). Total Article 8 claim is $489,914.
Administration and Planning

TDA law (PUC 99233.2) also allows SANDAG and the County of San Diego Auditor Controller’s office to claim funds to administer the program. SANDAG, as the RTPA, can claim up to 3 percent of the annual apportionment to conduct regional transportation planning activities. The FY 2015 Program Budget (approved by the Board of Directors on May 23, 2014) includes the work elements that this funding would implement. SANDAG is claiming $3,919,872 to carry out planning activities and $442,156 for the administration of the TDA Program. Also, County of San Diego Auditor Controller is claiming $49,000 for costs related to the administration of the TDA Program.

State Transit Assistance

The FY 2015 allocation was made available by the State Controller’s Office in a letter dated January 29, 2014. NCTD plans to use the entire $5,506,123 available for operations divided between Article 4 general purpose transit ($2,823,608) and Article 4.5 paratransit service ($2,682,515). State law requires that operators meet certain qualifying criteria (to determine service efficiency) to use STA funds for operations; however, the state budget legislation suspended this requirement through FY 2015. As a result, SANDAG did not calculate the operations qualifications for NCTD and MTS. NCTD also is required to affirm certain findings under the STA statute. Attachment 4 provides the certified findings. The SANDAG area, as defined under the STA Program, consists of the area outside of the MTS area of jurisdiction. NCTD is the only claimant of STA funds in the SANDAG area.

Attachments 5 and 6 outline the required resolutions reflecting the claim requests.

GARY L. GALLEGOS
Executive Director

Attachments: 1. TDA Summary of FY 2015 Claims and FY 2014 Amended Claim
2. Description of Transit Services by Articles of TDA
3. Highlights of FY 2014-15 CTSA Work Plan
4. NCTD STA Findings

Key Staff Contact: Sookyung Kim, (619) 699-6909, sookyung.kim@sandag.org
### FY 2015 Apportionment

<table>
<thead>
<tr>
<th>Metropolitan Transit System</th>
<th>North County Transit District</th>
<th>SANDAG</th>
<th>CTSA</th>
<th>Bicycle and Pedestrian*</th>
<th>County Auditor</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2015 Apportionment</td>
<td>$88,044,929</td>
<td>$36,038,484</td>
<td>$4,362,028</td>
<td>$124,257</td>
<td>$2,534,850</td>
<td>$49,000</td>
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<tr>
<td>Prior Year Carryover</td>
<td>289,977</td>
<td>3,468,517</td>
<td>1,321,651</td>
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<td>5,080,145</td>
<td></td>
</tr>
<tr>
<td>Total Available to Claim</td>
<td>88,044,929</td>
<td>36,328,461</td>
<td>7,830,545</td>
<td>124,257</td>
<td>3,856,501</td>
<td>49,000</td>
</tr>
</tbody>
</table>

**FY 2015 Claims and FY 2014 Amended Claim**

| Article 3 - Non-Motorized (bicycle and pedestrian) | (1,607,000) |
| Article 4 - General Public Transit                | 0           |
| Operations                                         | (48,817,653) | (29,662,221) | (78,479,874) |
| Capital                                            | (32,731,077) | (3,695,869) | (36,426,946) |
| Capital Transfer to SANDAG                         | 0           | (627,995) | (627,995) |
| Administrative/Planning Transfer to SANDAG         | (1,686,060) | (574,025) | (2,260,085) |
| Subtotal Article 4                                  | (83,234,790) | (34,560,110) | (117,794,900) |

| Article 4.5 - Community Transit Service (accessible service for the disabled) | (4,320,225) | (1,768,351) | (124,257) | (6,212,833) |
| Subtotal Article 4.5                              | (4,320,225) | (1,768,351) | (124,257) | (6,212,833) |

| Article 8 - Special Provisions                     | (300,000)   |
| Express bus                                        | (189,914)   |
| Ferry service                                      | (189,914)   |
| Subtotal Article 8                                 | (489,914)   |

| Planning/Administration                             | (442,156)   | (49,000)   | (491,156)   |
| Administration                                      | (3,919,872) | (3,919,872) |
| SANDAG Regional Planning                            |             |             |
| Subtotal Planning/Administration                     | (4,362,028) | (49,000)   | (4,411,028) |

| Balance                                            | $0          | $0          | $3,468,517  | $0          | $2,249,501  | $0          | $5,718,017  |

*Prior year carryover represents FY 2014 and FY 2015 $1 million/year set-aside for regional Call for Projects process (includes interest and funds returned after project completion)*
**Article 4 General Public (Fixed Transit Route)**

The Article 4 claims can be used for any purposes necessary for the development and operations of the transportation system including operations, capital purchases, payment of bond debt, and to augment specialized services. This article provides the most flexible form of revenues.

- The Metropolitan Transit Systems (MTS) estimates that its area operators (San Diego Trolley, Inc., San Diego Transit Corporation, and MTS Contract Services) would carry approximately 92 million passengers over 26 million annual miles, which represents a slight decrease (0.7%) and minor increase (0.3%) respectively from estimated FY 2014. To provide these services, MTS anticipates operating revenues of about $229 million, a 6.3 percent increase from estimated FY 2014.

- For the North County Transit District (NCTD), the fixed route and rail services are projected to carry approximately 12.6 million passengers over 6.4 million revenue miles, both increases from estimated FY 2014 figures (1.9% and 1.7%, respectively). NCTD’s operating budget of $86 million reflects an increase of 4.1 percent from estimated FY 2014.

**Article 4.5 Community Transit Service (Accessible Service for the Disabled)**

Legislation provides up to 5 percent for community transit services which include services for those that are disabled or who cannot use conventional transit services.

- The MTS claim would provide operating support for the accessible paratransit services in the MTS service area, including Access and American Disabilities Act (ADA) Suburban services. MTS estimates ridership of 432,231 and revenue miles of 3.7 million for FY 2015, an increase of 7.2 percent for both indicators from FY 2014 estimates.

- The NCTD anticipates carrying 168,894 passengers on 1.8 million revenue miles, a reduction of 4.7 percent and an increase of 1.7 percent, respectively, from FY 2014 estimate.

- The Consolidated Transportation Service Agency (CTSA) is eligible for up to 2 percent of the region’s Article 4.5 funds. The CTSA, created by state law, allows for the formation of a regional agency to coordinate social service agency transportation programs. In the San Diego Region, Facilitating Access to Coordinated Transportation (FACT) serves as the CTSA. The FACT mission is to assist seniors, persons with disabilities, and social service recipients in San Diego County to meet their transportation needs. In its capacity as the CTSA, FACT serves as a conduit of information and assists the nonprofit sector, private sector, and public agencies with the coordination of specialized transportation programs.

State law allows for the formation of CTSA to improve transportation service required by social service recipients by promoting consolidation of social service transportation incorporating such benefits as centralized dispatching, combined purchasing of necessary equipment and supplies, centralized maintenance, centralized administration to eliminate duplicative administrative tasks, and consolidation of existing sources of funding. This consolidation results in more efficient and effective use of vehicles throughout the region. The FY 2015 FACT CTSA Work Plan is included in Attachment 3.
**Article 8 - Special Provisions (Express Bus, Ferry)**

This article funds services such as multimodal terminals, express bus, vanpool, and commuter ferry services.

- The MTS claim would provide operating support for premium express commuter service. With the completion of Direct Access Ramps along the Interstate 15 (I-15) corridor, Routes 810, 820, 850, 860, and 880 are being rebranded as Bus Rapid Express services (Routes 270, 280, 290). Service areas remain the same - downtown San Diego from the cities of Poway and Escondido and from the communities of Rancho Bernardo/Carmel Mountain Ranch and Rancho Peñasquitos; Mira Mesa and Sorrento Valley from the communities of 4S Ranch and Rancho Bernardo – however, the new routes will service the transit centers along I-15, and no longer include services into the adjacent neighborhoods. Ridership on these Rapid buses is projected at 308,338 passengers over 344,078 annual miles in FY 2015, an increase of 1.4 percent and a reduction of 6.9 percent, respectively, from FY 2014 estimate.

- The MTS acts as a pass-through agency for the City of Coronado that provides the ferry services. The City of Coronado operates passenger ferry service by subsidizing trips to and from downtown San Diego to Coronado and North Island.
Full Access & Coordinated Transportation, Inc. (FACT)
Consolidated Transportation Services Agency (CTSA) for San Diego County
Work Plan for Fiscal Year 2014-15

As defined in the Social Services Transportation Improvement Act (AB 120), the CTSA is a public entity responsible for improving transportation services required by social service recipients by promoting the consolidation and coordination of social service transportation services. The scope of CTSA activities include being the regional broker of social service transportation information, centralized administration and dispatching, identification and consolidation of funding sources, coordinated and consolidated training programs and combined purchasing of vehicles, supplies and equipment. The CTSA works to create dedicated transportation services for people with disabilities, senior citizens, social service agencies, health care providers, various organizations and individuals within that particular service area. The CTSA is also the planning representative of the social service transportation community and works with the region to develop updates to the Coordinated Plan. The CTSA has recently updated the Business Plan (2015-2020 Business Plan Update) that forms the planning foundation for organizational development and the expansion of coordinated services in the region, available at www.factsd.org.

Expenses:

One-call/one-click Mobility Center

Maintain FACT website
- Maintain FACT to keep content current, optimized for searching
- Use website for marketing and outreach

Maintain transportation provider database
- Update content of the provider database on an ongoing basis
- Conduct outreach with potential new providers
- Optimize website travel planner for finding suitable transportation

Telephone Referrals
- Respond to telephone requests for transportation information. Educate callers about transportation options from database. Offer RideFACT transportation as appropriate.
- Provide enhanced in-person customer service where necessary to assist with ADA application process or take reservations for other providers, etc.

Brokerage
- Transportation brokerage was established in 2012:
  - Maintain provider contracts
  - Recruit new transportation providers
  - Manage rates to ensure optimum pricing for purchased trips
RideFACT transportation

- Manage referrals to RideFACT if no other options are found
- Manage reservations, scheduling and delivery of trips
- Manage timely reporting, invoicing, payments
- Manage timely inspections of vehicles and records and customer service records to ensure safety
- Manage compliance with all grants related and other applicable regulations
- Develop parameters for new services for persons with disabilities and veterans

Regional Coordination

Administer Council on Access and Mobility (CAM)

- Conduct Council on Access and Mobility (CAM) meetings bimonthly.
- Continue outreach to providers to fill all 30 available seats. 27 are currently filled.
- Represent CAM during level three or higher emergencies in the Emergency Operations Center and coordinate disaster response as needed
- Coordinate information provision and involvement of CAM members with the County EOC to ensure effective preparedness planning and to compliance with new State and Federal requirements

Support for grantees

- Provide letters of support to agencies applying for grants after verifying coordination efforts.
- Assist applicants in finding coordination opportunities
- Form partnerships to apply for grants where appropriate
- Offer compliance related information to grantees

Training workshops

Coordinate training and workshop opportunities for human service transportation providers in such areas as Federal and State funding requirements (e.g. 5310), driver training, vehicle inspection, insurance, Regional Emergency Preparedness Requirements, State and Federal regulations, safety, funding opportunities, coordination, vehicle acquisition etc.

Initiate coordinated programs in areas of training (e.g. insurance, maintenance, vehicle inspections) that are pertinent based on interest / commitments of involvement from CAM members

Coordinated Planning

- Work with SANDAG and the community to develop the locally developed Public Transit and Human Services Transportation Coordinated Plan.
- Provide ongoing technical assistance and support to human service transportation providers and all other interested parties to find solutions to overcome identified barriers to coordination, consolidation and collaboration
Coordinate and conduct surveys, and assessments, both formal and informal, to determine stakeholder transportation needs, vehicle and other relevant resources and barriers to coordination

Make presentations to stakeholder groups

Evaluate coordinated programs for pilot projects leading to regional deployment

Work with 211 San Diego and SANDAG to administer and implement VTCLI grant

CTSA Activities

Disseminate quarterly CTSA FACT Newsletter to ensure ongoing awareness of current related events

Maintain the CTSA Mailing List

Coordinate Annual Strategic Business Planning for FACT/CTSA

Maintain an inventory of resources in San Diego County

Participate in Triennial TDA Audits

Complete all required reporting

Annually update the business plan for FACT covering the following areas: governance, regional needs assessment, integration of current CTSA work activities, technical assistance and coordination planning, information and marketing initiatives, service contracting and operations programs, policy development and advocacy, trip demand estimation and utilization projections, funding and financial projections.

Serve as liaison between public transportation providers and human service agencies

Build a base of cooperation and coordination between constituencies, including public transportation providers, human service agencies, and other community-based organizations and agencies

Provide technical assistance, information, and education programs to transportation providers

Develop a regional training program for human service agencies and clients and consumers in partnership with public transit operators

Maintain the FACT Board Technical Advisory Committee (TAC), which currently includes Janelle Carey (MTS), Danielle Kochman (SANDAG), and Lois Knowlton (Friends of Adult Day Healthcare Center), with one vacant seat.

Market services through press releases, pamphlets, brochures, e-mail, newsletters, special informational pieces, newspaper articles, special events, workshops, and community training sessions

Participate in regional disaster preparedness planning

Present a regional Mobility Forum

Management of CTSA Activities

Maintain FACT’s staff to ensure capacity to support ongoing programs and services and expansion as per the approved Business Plan.
Administration

- Maintain memberships in State and National organizations committed to coordinated transportation and non-profit corporation development:
  - Community Transportation Association of America (CTAA)
  - California Association for Coordinated Transportation (Cal-Act)
  - American Public Transportation Association (APTA)

Contracted Services

- Accounting services
- Legal assistance
- Payroll services
- Audit services

Other Expenses

- Registration Fees
- Liability, D & O, Umbrella Insurance
- Workers’ Comp Insurance

Grant Support

Provide local match support to Federal Transit Administration (FTA) New Freedom and Section 5310 grants.

Training and Travel

Conference/Travel

All TDA 4.5 funding for the fiscal year 2014-2015 will be used for core CTSA activities. FACT will continue to look for supplemental finding for CTSA activities from other sources.
WHERAS, North County Transit District hereby affirms the certifications and required findings as part of the TDA and STA Claims for the FY2015 as follows:

Finding #1: The claimant's proposed expenditures are in conformance with the Regional Transportation Plans (RTP).

Finding #2: The claimants is proposing a level of fare revenue sufficient to meet the fare revenue operating cost ration requirements of Public Utilities Code (PUC) 99268.2, 99268.3, 99268.5 and 99268.9, as applicable.

Finding #3: The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

Finding #4: The sum of the claimant’s allocations from the STA Fund and the Local Transportation Fund do not exceed the maximum for which the claimant is eligible.

Finding #5: Priority consideration has been given to offsetting unanticipated increases in the cost of fuel, enhancing existing public transportation services, and meeting high-priority regional needs.

Finding #6: The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC 99244.

Finding #7: The claimant is not prevented by a labor contract entered into after June 28, 1979, from employing part-time drivers or from contracting with common carriers.

Finding #8: The claimant has on file a certification by the Department of the California Highway Patrol verifying compliance with section 1808.1 of the Vehicle Code, pursuant to PUC 99251.

Finding #9: The claimant is in compliance with the requirements of PUC 99314.6.

Authorized Representative/Contact:

(Signature)
Matthew O. Tucker
(Print or type name)
Executive Director
(Title)
RESOLUTION NO. 2014-19

APPROVING THE ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 3 BICYCLE AND PEDESTRIAN FACILITIES AND PROGRAMS

WHEREAS, the Transportation Development Act (TDA) claim listed below are submitted for Fiscal Year 2015 TDA funds pursuant to Chapter 4, Article 3, Section 99234 of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), SANDAG has analyzed these claims and determined that it conforms substantially to the provisions of the Transportation Development Act of 1971, as amended; and

WHEREAS, SANDAG finds the claim to be consistent with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board, pursuant to CGC 29532 and PUC 99234, does hereby approve the allocation of TDA funds for the following project in the amounts specified below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>15011000</td>
<td>SANDAG (Bike Facilities: La Mesa to North Park)</td>
<td>$1,607,000</td>
</tr>
</tbody>
</table>

2. That the Board 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 payment of these claims.

PASSED AND ADOPTED this 27th day of June 2014.

Chairperson

Attest: 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.
RESOLUTION NO. 2014-20

APPROVING THE ALLOCATION OF FY 2015 TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 4 FIXED ROUTE GENERAL PUBLIC TRANSIT SERVICE

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2015 TDA funds pursuant to Chapter 4, Article 4, of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the Transportation Development Act of 1971, as amended; and

WHEREAS, pursuant to PUC Section 99244, SANDAG is required to annually identify, analyze, and recommend potential productivity improvements for the transit operators; and

WHEREAS, SANDAG finds these claims for FY 2015 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board, pursuant to PUC Section 99244, finds that the claimants listed below have made a reasonable effort to implement the productivity improvement recommendations for FY 2014;

2. That the Board adopted the FY 2015 Productivity Improvement Goals set forth in Agenda Report No. 6 at the June 27, 2014 meeting;

3. That the Board, pursuant to CGC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>15031000</td>
<td>Metropolitan Transit System (MTS)</td>
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<tr>
<td></td>
<td>Operating</td>
<td>$48,817,653</td>
</tr>
<tr>
<td></td>
<td>Capital</td>
<td>$32,731,077</td>
</tr>
<tr>
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<td>Total</td>
<td>$81,548,730</td>
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<tr>
<td>15041000</td>
<td>North County Transit District (NCTD)</td>
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</tr>
<tr>
<td></td>
<td>Operating</td>
<td>$29,662,221</td>
</tr>
<tr>
<td></td>
<td>Capital</td>
<td>$3,695,869</td>
</tr>
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<td>Total</td>
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<td>15031005</td>
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<td>15041002</td>
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<tr>
<td>15041002</td>
<td>Admin/Planning Transfer from NCTD</td>
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<tr>
<td></td>
<td>Total</td>
<td>$2,598,103</td>
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</table>
4. That the Board 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 payment of these claims.

PASSED AND ADOPTED this 27th day of June 2014.
RESOLUTION NO. 2014-21

APPROVING THE ALLOCATION OF
FY 2015 TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 4.5 COMMUNITY TRANSIT SERVICE

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2015 TDA funds pursuant to Chapter 4, Article 4.5, of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the Transportation Development Act of 1971, as amended, including the provision of PUC 99275.5; and

WHEREAS, SANDAG finds these claims for FY 2015 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board, pursuant to CGC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>15031001</td>
<td>Metropolitan Transit System Operating</td>
<td>Total $4,320,225</td>
</tr>
<tr>
<td>15041001</td>
<td>North County Transit District Operating</td>
<td>Total $1,768,351</td>
</tr>
<tr>
<td>15061000</td>
<td>Coordinated Transportation Service Agency</td>
<td>Total $124,257</td>
</tr>
</tbody>
</table>

2. That the Board 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 payment of these claims.

PASSED AND ADOPTED this 27th day of June 2014.

________________________________________           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.
RESOLUTION NO. 2014-22

APPROVING THE ALLOCATION OF
FY 2015 TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 8 SPECIAL PROVISIONS

WHEREAS, the Transportation Development Act (TDA) claimant listed below has submitted claims for FY 2015 TDA funds pursuant to Chapter 4, Article 8, of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the Transportation Development Act of 1971, as amended; and

WHEREAS, SANDAG finds these claims for FY 2015 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board, pursuant to CGC 29532, does hereby approve the allocation of TDA funds for costs associated with the operation of express bus services (PUC 99400.6), and the operation of commuter ferry service (PUC 99400.7) as shown below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant Description</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>15031002</td>
<td>Operating for Express Bus Service</td>
<td>$300,000</td>
</tr>
<tr>
<td>15031003</td>
<td>Operating for Ferry Service</td>
<td>$189,914</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$489,914</strong></td>
</tr>
</tbody>
</table>

2. That MTS is directed to pass-through to the Coronado Ferry its appropriate share of TDA funding; and

3. That the Board 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 payment of these claims.

PASSED AND ADOPTED this 27th day of June 2014.

______________________________           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.
RESOLUTION
NO. 2014-23

APPROVING THE ALLOCATION OF
FY 2015 TRANSPORTATION DEVELOPMENT ACT FUNDS
PLANNING AND ADMINISTRATION

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2015 TDA funds pursuant to Chapter 4, Article 3 (PUC 99233.1 and 99233.2), of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments (SANDAG) has determined that the claims are eligible pursuant to the provisions of the Transportation Development Act of 1971, as amended; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. Pursuant to CGC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>15021000</td>
<td>County Auditor</td>
<td>$49,000</td>
</tr>
<tr>
<td></td>
<td>SANDAG</td>
<td></td>
</tr>
<tr>
<td>15051000</td>
<td>Administration</td>
<td>$442,156</td>
</tr>
<tr>
<td>15051001</td>
<td>Regional Planning</td>
<td>$3,919,872</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>$4,362,028</td>
</tr>
</tbody>
</table>

2. That the Board does further approve the retention in the Local Transportation Fund of $3,468,517 for future SANDAG regional planning purposes pursuant to Section 6655.1 of Title 21 of the California Code of Regulations;

3. That the Board 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 payment of these claims.

PASSED AND ADOPTED this 27th day of June 2014.

________________________________________

CHAIRPERSON

__________________________

ATTEST: ______________________

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.
RESOLUTION NO. 2014-24

APPROVING THE ALLOCATION OF FY 2015 STATE TRANSIT ASSISTANCE CLAIM TO THE NORTH COUNTY TRANSIT DISTRICT

WHEREAS, the North County Transit District (NCTD) has filed a claim for State Transit Assistance (STA) funds in the amount of $5,506,123 for FY 2015 pursuant to Section 6730(a) of Title 21 of the California Code of Regulations (CCR); and

WHEREAS, the Board of Directors adopted the required findings for NCTD pursuant to Section 6754; and

WHEREAS, the Board of Directors finds that the above claim is in substantial conformance with the provisions of the Transportation Development Act of 1971, as amended, and meets the specific requirements of Section 6754 of Title 21 of the CCR;

NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board of Directors does hereby approve the allocation of STA to the following claimants for purposes listed below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>15041003</td>
<td>NCTD</td>
<td>$5,506,123</td>
</tr>
<tr>
<td></td>
<td>Operating</td>
<td></td>
</tr>
</tbody>
</table>

2. That the Board of Directors does hereby authorize the Executive Director to prepare and transmit allocation instructions to the San Diego County Auditor as are necessary and legal for payment of this claim.

PASSED AND ADOPTED this 27th day of June 2014.

________________________________________
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.
APPROVING THE REVISIONS TO
FY 2014 TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 4 FIXED ROUTE GENERAL PUBLIC TRANSIT SERVICE

WHEREAS, the Transportation Development Act (TDA) claims to the FY 2014 TDA funds pursuant to Chapter 4, Article 4, of the California Public Utilities Code (PUC) listed below require revisions; and

WHEREAS, SANDAG has analyzed the allocations and 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 by the SANDAG Board of Directors as follows:

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

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Previous Allocation</th>
<th>Adjustment (+/-)</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>14041002</td>
<td>SANDAG Capital Transfer from NCTD</td>
<td>$2,739,100</td>
<td>$289,977</td>
<td>$3,029,077</td>
</tr>
</tbody>
</table>

2. That the Board does hereby authorize the Executive Director to prepare and transmit instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of the adjustment of these claims.

PASSED AND ADOPTED this 27th day of June 2014.

_____________________________  _________________________________
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.
REPORT SUMMARIZING DELEGATED ACTIONS
TAKEN BY THE EXECUTIVE DIRECTOR

Introduction

Various Board Policies require the Executive Director to report certain actions to the Board of Directors on a monthly basis or upon taking specified actions.

Discussion

Board Policy No. 003

Board Policy No. 003: Investment Policy, states that a monthly report of all investment transactions shall be submitted to the Board of Directors. Attachment 1 contains the reportable investment transactions for April 2014.

Board Policy No. 017

Board Policy No. 017: Delegation of Authority, authorizes the Executive Director to take specified actions and requires those actions to be reported to the Board at the next regular meeting.

Section 4.1 of the Policy authorizes the Executive Director to enter into agreements not currently incorporated in the budget and to make other modifications to the budget in an amount up to $100,000 per transaction, so long as the overall budget remains in balance. Attachment 2 contains the actions for May 2014.

Section 4.2 states a monthly report of all approvals of design plans, specifications, and estimates (PS&E) for capital improvement projects shall be submitted to the Board of Directors. The PS&Es for the following capital improvement projects were approved:

- Sweetwater Bikeway Plaza Bonita Segment Project (CIP 1144500)

Section 4.4 states that the Executive Director shall report approval of the establishment of an offer of just compensation based upon on specific conditions. Consistent with Board Policy, the following offers were made:

- South Bay Bus Rapid Transit (BRT) Project (CIP 1280504):
<table>
<thead>
<tr>
<th>No.</th>
<th>Address</th>
<th>Nature of Easement</th>
<th>Offer (appraised value)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Monet at Otay Ranch Homeowners Association, East Palomar Street and Magdelena Avenue, Chula Vista, CA 91913</td>
<td>permanent access easement and temporary construction easement</td>
<td>$162,000</td>
</tr>
<tr>
<td>2.</td>
<td>Treviana at Lomas Verde Homeowners Association, Magdelena Avenue, Chula Vista, CA 91913</td>
<td>temporary construction easement</td>
<td>$56,100</td>
</tr>
</tbody>
</table>

- Inland Rail Trail Project (CIP 1223023):

<table>
<thead>
<tr>
<th>No.</th>
<th>Address</th>
<th>Nature of Easement</th>
<th>Offer (appraised value)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>951-957, 971-977, 981, and 987 Civic Center Drive, Vista, CA 92083</td>
<td>temporary construction easement and relocation of sign</td>
<td>$32,000</td>
</tr>
</tbody>
</table>

Section 4.15 states that the Executive Director shall report submittal to Caltrans any executed right-of-way certifications. Consistent with Board Policy, the following submittal was made:

- Right-of-way certification for the Bayshore Bikeway Segment 4 (CIP 1143700)

**Board Policy No. 035**

Board Policy No. 035: Competitive Grant Program Procedures, authorizes the Executive Director to approve requests by grantees for project schedule extensions of up to six months. Extensions in excess of six months, or that will cause a project to miss a completion deadline in Section 1 (including those projects that were already granted extensions by the Executive Director and are again falling behind schedule), will be considered by a Policy Advisory Committee. The policy requires the Executive Director to report to the Board actions taken at the next regular meeting.

The delegated actions to report to the Board are summarized below:

**Active Transportation Program:**

<table>
<thead>
<tr>
<th>Contract</th>
<th>Grantee</th>
<th>Project</th>
<th>Extension (in Months)</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>5001748</td>
<td>City of Carlsbad</td>
<td>Active Village Campaign</td>
<td>6</td>
<td>04/30/2014</td>
<td>10/31/2014</td>
</tr>
<tr>
<td>5001677</td>
<td>City of San Diego</td>
<td>Bicycle Detection at Signalized Intersections</td>
<td>6</td>
<td>04/30/2014</td>
<td>10/31/2014</td>
</tr>
<tr>
<td>5001730</td>
<td>City of Oceanside</td>
<td>Mission Avenue Improvements</td>
<td>2</td>
<td>05/31/2014</td>
<td>07/31/2014</td>
</tr>
</tbody>
</table>
GARY L. GALLEGOS  
Executive Director

Attachments:  
1. Monthly Activity for Investment Securities Transactions for April 1 through April 30, 2014  
2. May 2014 Budget Transfers and Amendments

Key Staff Contact: André Douzdjian, (619) 699-6931, andre.douzdjian@sandag.org
## MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS FOR APRIL 1 THROUGH APRIL 30, 2014

<table>
<thead>
<tr>
<th>Transaction</th>
<th>Maturity Date</th>
<th>Security Description</th>
<th>Par Value</th>
<th>Original Cost</th>
<th>Yield to Maturity at Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BOUGHT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>04/02/2014</td>
<td>03/27/2017</td>
<td>FEDERAL HOME LOAN BANKS (CALLABLE)</td>
<td>$2,085,000.00</td>
<td>$2,107,914.15</td>
<td>1.25%</td>
</tr>
<tr>
<td>04/02/2014</td>
<td>04/28/2017</td>
<td>FHLB GLOBAL NOTE (CALLABLE)</td>
<td>$615,000.00</td>
<td>$621,826.50</td>
<td>1.25%</td>
</tr>
<tr>
<td>04/08/2014</td>
<td>05/31/2016</td>
<td>US TREASURY NOTES</td>
<td>$350,000.00</td>
<td>$359,433.59</td>
<td>0.48%</td>
</tr>
<tr>
<td>04/15/2014</td>
<td>04/21/2017</td>
<td>WAL-MART STORES INC CORP NOTES</td>
<td>$525,000.00</td>
<td>$524,921.25</td>
<td>1.01%</td>
</tr>
<tr>
<td>04/22/2014</td>
<td>10/22/2014</td>
<td>ING FUNDING COMMERCIAL PAPER</td>
<td>$3,000,000.00</td>
<td>$2,996,425.00</td>
<td>0.30%</td>
</tr>
<tr>
<td>04/22/2014</td>
<td>05/31/2016</td>
<td>US TREASURY NOTES</td>
<td>$5,500,000.00</td>
<td>$5,647,812.50</td>
<td>0.47%</td>
</tr>
<tr>
<td>04/22/2014</td>
<td>12/09/2016</td>
<td>FHLB</td>
<td>$5,500,000.00</td>
<td>$5,625,180.00</td>
<td>0.75%</td>
</tr>
<tr>
<td>04/29/2014</td>
<td>05/05/2017</td>
<td>APPLE INC CORP NOTE</td>
<td>$2,100,000.00</td>
<td>$2,098,887.00</td>
<td>1.07%</td>
</tr>
<tr>
<td>04/29/2014</td>
<td>07/20/2016</td>
<td>WELL FARGO CORPORATE NOTES</td>
<td>$3,000,000.00</td>
<td>$3,030,540.00</td>
<td>0.79%</td>
</tr>
<tr>
<td><strong>TOTAL BOUGHT</strong></td>
<td></td>
<td></td>
<td><strong>22,675,000.00</strong></td>
<td><strong>23,011,939.99</strong></td>
<td>0.72%</td>
</tr>
<tr>
<td><strong>MATURED</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>04/21/2014</td>
<td>04/21/2014</td>
<td>FNMA</td>
<td>$3,000,000.00</td>
<td>$3,007,500.00</td>
<td>0.75%</td>
</tr>
<tr>
<td>04/29/2014</td>
<td>04/29/2014</td>
<td>FHLMC</td>
<td>$3,000,000.00</td>
<td>$2,989,920.00</td>
<td>1.46%</td>
</tr>
<tr>
<td><strong>TOTAL MATURER</strong></td>
<td></td>
<td></td>
<td><strong>6,000,000.00</strong></td>
<td><strong>5,997,420.00</strong></td>
<td>1.10%</td>
</tr>
<tr>
<td><strong>SOLD</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>04/02/2014</td>
<td>11/15/2015</td>
<td>US TREASURY NOTES</td>
<td>$1,950,000.00</td>
<td>$2,188,037.11</td>
<td>0.35% *</td>
</tr>
<tr>
<td>04/03/2014</td>
<td>11/15/2015</td>
<td>US TREASURY NOTES</td>
<td>$575,000.00</td>
<td>$645,190.43</td>
<td>0.35% *</td>
</tr>
<tr>
<td>04/08/2014</td>
<td>05/03/2016</td>
<td>APPLE INC GLOBAL NOTES</td>
<td>$360,000.00</td>
<td>$359,348.40</td>
<td>0.51% **</td>
</tr>
<tr>
<td>04/15/2014</td>
<td>03/31/2017</td>
<td>US TREASURY NOTES</td>
<td>$525,000.00</td>
<td>$526,168.95</td>
<td>0.93% ***</td>
</tr>
<tr>
<td>04/29/2014</td>
<td>11/30/2016</td>
<td>US TREASURY NOTES</td>
<td>$1,100,000.00</td>
<td>$1,109,753.91</td>
<td>0.58% ***</td>
</tr>
<tr>
<td>04/29/2014</td>
<td>03/31/2017</td>
<td>US TREASURY NOTES</td>
<td>$1,005,000.00</td>
<td>$1,007,237.69</td>
<td>0.93% ***</td>
</tr>
<tr>
<td><strong>TOTAL SOLD</strong></td>
<td></td>
<td></td>
<td><strong>5,515,000.00</strong></td>
<td><strong>5,835,736.49</strong></td>
<td>0.56%</td>
</tr>
</tbody>
</table>

* Proceeds from this sale were used to purchase new securities that would provide higher returns over a longer holding period.

** Proceeds from this sale, which had appreciated in value, were used to purchase new securities that would provide a comparable yield to maturity.

*** Proceeds from this sale were used to purchase new securities that would provide higher returns with a comparable maturity.
## MAY 2014 BUDGET TRANSFERS AND AMENDMENTS

<table>
<thead>
<tr>
<th>PROJECT NUMBER</th>
<th>PROJECT NAME</th>
<th>CURRENT BUDGET</th>
<th>NEW BUDGET</th>
<th>CHANGE</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1128300</td>
<td>ADA Station Improvements</td>
<td>$0.0</td>
<td>$98.0</td>
<td>$98.0</td>
<td>Add ADA Station Improvement project 1128300 to the FY 14 budget to advance work on the H Street Platform which was planned for FY 15.</td>
</tr>
<tr>
<td>1049700</td>
<td>Grossmont Station Pedestrian Enhancements</td>
<td>$0.0</td>
<td>$6.0</td>
<td>$6.0</td>
<td>Add Grossmont Station Pedestrian Enhancements project 1049700 to the FY 14 budget for asbuilts delivered this year.</td>
</tr>
<tr>
<td>3200200</td>
<td>Regional Shoreline Management Planning</td>
<td>$197.9</td>
<td>$209.6</td>
<td>$11.7</td>
<td>Increased contract costs for Shoreline Monitoring. Additional funding obtained from deferred revenue remaining from FY 2013.</td>
</tr>
</tbody>
</table>
ANNUAL STATUS OF COMMITTEES AND WORKING GROUPS

Introduction

In accordance with SANDAG Board Policy No. 004: Rules of Procedure for Board of Directors, Policy Advisory Committees and other Legislative Bodies, an informational report is provided to the Board of Directors on an annual basis concerning the status of all standing and ad hoc committees and working groups. This item summarizes the various groups that advise the SANDAG Policy Advisory Committees (PACs) and staff on the variety of programs and projects included in the SANDAG Program Budget.

In accordance with Board Policy No. 001: Operations Policy, the Executive Committee is responsible for annually reviewing a list of all SANDAG lower-level committees and working groups to determine the need to maintain the committee or working group and to approve any revisions in functions or membership. On June 13, 2014, the Executive Committee conducted its annual review and approved the discontinuation of three working groups, the Regional Housing Working Group, North Park – Mid-City Regional Bike Corridor Project Community Advisory Group, and the Uptown Regional Bike Corridor Project Community Advisory Group.

Discussion

Obtaining meaningful public and technical input is important to all of SANDAG’s functional areas and is consistent with the Board’s public participation policy. SANDAG supports 22 different committees and working groups that provide input and recommendations either to a PAC (Executive, Transportation, Regional Planning, Borders, and Public Safety) or to staff. Attachment 1 depicts the relationship between each PAC and its related working groups. Attachment 2 lists the membership, responsibilities, year established, frequency of meetings, and status for each of the groups.

Working Group Changes

Regional Housing Working Group

On February 7, 2014, the Regional Planning Committee (RPC) asked that a report regarding the Regional Housing Working Group (RHWG) charter and membership be brought to the Committee for further discussion. The RHWG has served as a forum for the discussion of regional housing issues and the development on regional housing solutions, and has advised the RPC on housing-related issues that affect the region. The RHWG has been inactive during the past couple of years and has a number of vacancies, including its two co-chairs. At its May 2, 2014, meeting, the RPC recommended...
that the Executive Committee discontinue the RHWG and that housing advocates be invited to participate, on an as-needed basis, in meetings of the Regional Planning Technical Working Group (TWG) (the region’s planning/community development directors) when the TWG addresses housing-related issues. On June 13, 2014, the Executive Committee voted to sunset the RHWG.

North Park – Mid-City Regional Bike Corridor Project Community Advisory Group and Uptown Regional Bike Corridor Project Community Advisory Group

Two community advisory groups provided input to staff on the development and evaluation of alignments and initial design concepts for two regional bike corridor projects:

- North Park – Mid-City Regional Bike Corridor Project that will provide on-street bicycle facilities to improve east-west bicycle travel from the San Diego neighborhood of North Park to the City of La Mesa

- Uptown Regional Bike Corridor Project that will provide on-street bicycle facilities from Old Town and Mission Valley through Uptown to Downtown San Diego and also connect to the North Park – Mid City Project

The groups met at key project milestones during the preliminary design phase, and consistent with their original charters, dissolved once the project planning and design were completed in February 2014.

GARY L. GALLEGOS
Executive Director

Attachments: 1. Policy Advisory Committees and Related Working Groups Diagram
2. List of Committees and Working Groups

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org
Board of Directors

Transportation Committee

Bayshore Bikeway Working Group

Active Transportation Working Group
Cities/County Transportation Advisory Committee
Regional Short-Range Transit Planning Task Force

San Diego Region Conformity Working Group
San Diego Regional Traffic Engineers Council
Social Services Transportation Advisory Council

Coordinated Transit and Human Services Transportation Plan Working Group
I-805 BRT/47th Street Trolley Station Area Planning Project Working Group
Mid-Coast Corridor Transit Project Working Group
Freight Stakeholders Working Group
Board of Directors

Public Safety Committee

Chiefs'/Sheriff’s Management Committee

ARJIS

Business Working Group
Technical Working Group
### LIST OF COMMITTEES AND WORKING GROUPS

#### TRANSPORTATION COMMITTEE

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABLISHED</th>
<th>CURRENT STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong> Active Transportation Working Group</td>
<td>Staff members from local jurisdictions and representatives from, Caltrans, Civic San Diego, County of San Diego Air Pollution Control District, Metropolitan Transit System (MTS), North County Transit District (NCTD), Bike San Diego, San Diego County Bicycle Coalition, WalkSanDiego, Public Health Stakeholders Working Group, San Diego Safe Routes to School Coalition, Move San Diego, San Diego County Department of Education, Post-Secondary Education</td>
<td>Provides input on regional active transportation policy, planning and implementation activities</td>
<td>2013</td>
<td>Standing</td>
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<td>Meeting Schedule: Quarterly</td>
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<td>No. of Mtgs. in FY 2014: 4</td>
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<tr>
<td><strong>2</strong> Bayshore Bikeway Working Group</td>
<td>San Diego County Supervisor Greg Cox (Chair), San Diego Councilmember David Alvarez, Chula Vista Councilmember Patricia Aguilar, Coronado Councilmember Mike Woiwode, Imperial Beach Councilmember Brian Bilbray, National City Councilmember Mona Rios, Board of Port Commissioners Rafael Castellanos, and Andy Hanshaw, San Diego County Bicycle Coalition</td>
<td>Reviews and supports improvements to the Bayshore Bikeway</td>
<td>1989</td>
<td>Temporary - will terminate upon project completion</td>
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<td>Meeting Schedule: Periodically</td>
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<td>No. of Mtgs. in FY 2014: 3</td>
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<tr>
<td><strong>3</strong> Cities/County Transportation Advisory Committee</td>
<td>Public works directors from local jurisdictions and staff from Caltrans, MTS, and NCTD</td>
<td>Provides recommendations to the Transportation Committee regarding: (1) local street projects and programs, including local freeway interchanges; and (2) highways, transit, rail, bicycle, and pedestrian issues and policies that affect local street and road projects and programs</td>
<td>1993</td>
<td>Standing</td>
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<td>Meeting Schedule: Monthly</td>
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<td>No. of Mtgs. in FY 2014: 11</td>
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Changes from last year are shown in **strike through**
## TRANSPORTATION COMMITTEE

<table>
<thead>
<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
<th>MEMBERSHIP</th>
<th>RESPONSIBILITIES</th>
<th>YEAR ESTABLISHED</th>
<th>CURRENT STATUS</th>
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<tbody>
<tr>
<td>4 Coordinated Transit and Human Services Transportation Plan Working Group</td>
<td>Voluntary members of the Social Services Transportation Advisory Council (SSTAC) (representatives of transit users who are 60 years or older, and representatives of transit users who are persons with a disability)</td>
<td>Provides input to the development of the 2014-2018 Coordinated Plan</td>
<td>2008</td>
<td>Temporary - will reconvene for the 2016-2020 Coordinated Plan Meeting Schedule: As needed No. of Mtgs. in FY 2014: 2</td>
</tr>
<tr>
<td>5 Freight Stakeholders Working Group</td>
<td>Members include one representative from the City/County Transportation Advisory Committee, and the Regional Planning Technical Working Group, and members from Caltrans, Port of San Diego and Port users, Federal Highway Administration (FHWA), California Trucking Association, American Trucking Association, San Diego County Regional Airport Authority, shippers and carriers using the airport, San Diego and Arizona Eastern Railway, Burlington North Santa Fe Railroad, Union Pacific Railroad, regional truckers, warehouse operators, San Diego Regional and Otay Mesa Chambers of Commerce, San Diego World Trade Center, ADMICARGA Baja California short line rail operator, Imperial County Transportation Commission, Southern California Association of Governments, Waste Management, Environmental Health Coalition, and others interested in efficient goods movement in the San Diego region</td>
<td>Provides input and feedback to SANDAG staff and in turn to the Transportation Committee regarding the Freight Gateway Study Update, Analysis of Freeway Operational Strategies Related to the Use of Managed Lanes by Trucks, and Goods Movement Strategy portion of the San Diego Forward: The Regional Plan</td>
<td>2012</td>
<td>Temporary - will sunset upon completion of the (1) Freight Gateway Study Update, (2) Assessment of Freeway Operational Strategies Related to the Use of Managed Lanes by Trucks, and (3) Goods Movement Strategy portion of the Regional Plan Meeting Schedule: As needed No. of Mtgs. in FY 2014: 5</td>
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<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
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<tr>
<td>6 Mid-Coast Corridor Transit Project Working Group</td>
<td>Twenty-five members distributed over several membership categories, including access advocate, business community, community representatives, community services, employers, environmental, retail, student representative, taxpayers advocate, transportation advocate, transit rider representative, and at-large members</td>
<td>Provides a forum to update key stakeholders and the public on Mid-Coast Corridor Transit Project and project review processes; present technical information for review during the scoping period; reach consensus in support of a Locally Preferred Alternative; and review the draft environmental documents and provide comments</td>
<td>2009</td>
<td>Temporary Meeting Schedule: As needed No. of Mtgs. in FY 2014: 1</td>
</tr>
<tr>
<td>7 Regional Short-Range Transit Planning Task Force</td>
<td>NCTD, MTS, other transit operator planning staffs, and Full Access and Coordinated Transportation (FACT) staff</td>
<td>Assists in developing annual Regional Short-Range Transit Plan and Productivity Improvement Program; fulfills Transportation Development Act requirement for a Productivity Improvement Committee</td>
<td>2003</td>
<td>Standing Meeting Schedule: Quarterly No. of Mtgs. in FY 2014: 4</td>
</tr>
<tr>
<td>8 San Diego Region Conformity Working Group</td>
<td>Staff from the U.S. Environmental Protection Agency, FHWA, Federal Transit Administration (FTA), California Air Resources Board, Caltrans, and San Diego Air Pollution Control District</td>
<td>Reviews and comments on Regional Transportation Plan and Regional Transportation Improvement Program, transportation conformity and State Implementation Plan development or updates, and fulfills federal and state requirements for interagency consultation</td>
<td>1994</td>
<td>Standing Meeting Schedule: Monthly No. of Mtgs. in FY 2014: 4</td>
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### TRANSPORTATION COMMITTEE

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<th>YEAR ESTABLISHED</th>
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</table>
| 9 San Diego Regional Traffic Engineers Council | Membership shall consist of one representative from each local agency in the San Diego region including; the cities, County of San Diego, Caltrans, MTS, NCTD, and SANDAG | Discusses, reviews, and/or recommends items associated with regional transportation goals and policies | 1989 | Standing  
Meeting Schedule: Monthly  
No. of Mtgs. in FY 2014: 9 |
| 10 Social Services Transportation Advisory Council | Representatives of transit users who are 60 years or older; representatives of transit users who are persons with a disability; representatives of transit users who are persons with limited means; staff from social service providers serving seniors, persons with disabilities, and persons of limited means; representatives from the Consolidated Transportation Services Agency (FACT); and representatives from MTS and NCTD | Designated as the Local Review Committee for the FTA Section 5310 grant applications, holds required unmet needs hearings, and advises on regional issues of accessible transportation provided by the public and private sector; fulfills state Public Utilities Code requirement; fulfills federal requirements for Coordinated Plan development; also reviews and advises on transit capital improvement projects for Americans with Disabilities Act compliance | 1979 | Standing  
Meeting Schedule:  
Bimonthly  
No. of Mtgs. in FY 2014: 6 |
| 11 I-805/47th Street Trolley Station Area Planning Working Group | Stakeholders from Southeastern San Diego, including residents, and representatives from community planning groups, community-based organizations, local business owners, and other stakeholders | Provides input on the development and evaluation of alternative station design concepts to provide access to the planned I-805 Bus Rapid Transit service at the 47th Street Trolley Station | 2012 | Temporary - will meet until the construction contract for the project is awarded  
Meeting Schedule:  
As Needed  
No. of Mtgs. in FY 2014: 2 |

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<tr>
<th>COMMITTEE OR WORKING GROUP NAME</th>
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<th>YEAR ESTABLISHED</th>
<th>CURRENT STATUS</th>
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<tr>
<td>12 Environmental Mitigation Program (EMP) Working Group</td>
<td>Del Mar Councilmember Terry Sinnott (Chair), Carlsbad staff member Mike Grim (Vice Chair); and staff representatives from City of San Diego, County of San Diego, North County Coastal, North County Inland, East County, and South County; representatives from the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, California Department of Fish and Wildlife, California Wildlife Conservation Board, Caltrans, the Nature Conservancy, Conservation Resource Network, U.S. Geological Survey, Endangered Habitats League, Building Industry Association, San Diego Foundation, California Coastal Conservancy, and Alliance for Habitat Conservation</td>
<td>Advises on issues related to the coordination and implementation of the TransNet Environmental Mitigation Program</td>
<td>2005</td>
<td>Will continue through duration of implementation of TransNet EMP Meeting Schedule: Bimonthly No. of Mtgs. in FY 2014: 5</td>
</tr>
<tr>
<td>13 San Diego Regional Military Working Group</td>
<td>Five representatives from the armed forces: Navy Region Southwest; Navy Facilities Engineering Command; Marine Corps Installation West; Marine Corps Recruitment Depot; and U.S. Coast Guard San Diego Sector; and one representative each from the following jurisdictions: City of Coronado, City of Imperial Beach, City of Oceanside, City of National City, City of San Diego, County of San Diego, and the Port of San Diego.</td>
<td>Provides a collaborative forum for the various branches of the military and SANDAG to address areas of mutual interest, including growth management, habitat, transportation, regional growth, housing, water, energy, and other related topics</td>
<td>2012</td>
<td>Standing Meeting Schedule: Quarterly No. of Mtgs. in FY 2014: 4</td>
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<tr>
<td>COMMITTEE OR WORKING GROUP NAME</td>
<td>MEMBERSHIP</td>
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<tr>
<td>14 Public Health Stakeholder Working Group</td>
<td>Representatives from the following organizations: City of San Diego and County of San Diego Planning and Engineering Departments, Lemon Grove School District, Local Law Enforcement, San Diego County Health and Human Services Agency, San Diego County Department of Environmental Health, San Diego County Air Pollution Control District, California Caltrans, UC San Diego, San Diego State University/School of Public Affairs, Public Health Institute, Active Living Research, American Heart Association, American Cancer Society, American Lung Association, Environmental Health Coalition, Childhood Obesity Initiative, Center for Policy Initiatives, San Diego County Bicycle Coalition, WalkSanDiego, Kaiser Permanente, Sharp Healthcare, Rady Children’s Hospital, SANDAG Social Service Transportation Advisory Council, Children’s Physicians Medical Group, Urban Design Subcommittee of the American Institute of Architects/Council of Design Professionals, and American Society of Landscape Architects</td>
<td>Support SANDAG in implementation of the Community Transformation Grant</td>
<td>2012</td>
<td>Temporary - will dissolve automatically on September 30, 2016</td>
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## REGIONAL PLANNING COMMITTEE

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<th>COMMITTEE OR WORKING GROUP NAME</th>
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<tbody>
<tr>
<td><strong>Regional Energy Working Group</strong></td>
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<tr>
<td>Staff Lead: Allison Wood</td>
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<tr>
<td><strong>Regional Housing Working Group</strong></td>
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<tr>
<td>Staff Lead: Susan Baldwin</td>
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<th>MEMBERSHIP</th>
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<tr>
<td>San Marcos Councilmember Chris Orlando, Chair (North County Inland), San Diego County Supervisor Dave Roberts, San Diego Councilmember Sherri Lightner Chula Vista Deputy Mayor Pamela Bensoussan (South County), Del Mar Councilmember Don Mosier (North County Coastal), Santee Councilmember Rob McNelis (East County); and representatives from San Diego Gas &amp; Electric, Port of San Diego, San Diego County Regional Airport Authority, California Center for Sustainable Energy, Energy Policy Initiatives Center at University of San Diego School of Law, San Diego Regional Chamber of Commerce, regional economic development councils (North County and South County), San Diego Clean Cities Coalition, Environmental Health Coalition, Sierra Club, San Diego State University, University of California San Diego, MTS, and CleanTECH San Diego</td>
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<tr>
<td>Vacant, (Chair); housing staff representatives from the City of San Diego, County of San Diego, North County Coastal, North County Inland, East County, and South County; and housing authority staff, housing industry representatives, and housing advocates</td>
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<th>RESPONSIBILITY</th>
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<tr>
<td>Advises on the implementation of the Regional Energy Strategy and serves as a forum for discussion of regional energy issues</td>
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<td>Serves as a forum for discussion of regional housing issues</td>
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<tr>
<th>YEAR ESTABLISHED</th>
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<td>2004</td>
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<td>Standing</td>
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<td>Meeting Schedule: Monthly</td>
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<td>No. of Mtgs. in FY 2014: 10</td>
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<td>Standing</td>
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<td>Meeting Schedule: Quarterly</td>
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<td>No. of Mtgs. in FY 2013: 0</td>
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<th>COMMITTEE OR WORKING GROUP NAME</th>
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<th>YEAR ESTABLISHED</th>
<th>CURRENT STATUS</th>
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<tr>
<td>17 Regional Planning Technical Working Group</td>
<td>Planning directors from local jurisdictions and staff from other agencies, including Port of San Diego, MTS, NCTD, Caltrans, San Diego County Water Authority, San Diego County Air Pollution Control District, San Diego County Regional Airport Authority, U.S. Department of Defense, and Local Agency Formation Commission</td>
<td>Advises on key regional planning and implementation activities, including the preparation of San Diego Forward: The Regional Plan, the development/update of the Smart Growth Concept Map, Smart Growth Incentive Program, land use and transportation performance indicators and targets, Regional Housing Needs Assessment, and other related items. Assists with public outreach activities. Focuses on land use and environmental planning activities of regional significance.</td>
<td>1990</td>
<td>Standing</td>
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<td>Meeting Schedule: Monthly</td>
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<td>No. of Mtgs. in FY 2014: 10</td>
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<tr>
<td>18 Shoreline Preservation Working Group</td>
<td>San Diego County Supervisor Dave Roberts (Chair), San Diego Councilmember Lorie Zapf (Vice Chair), Carlsbad Councilmember Michael Schumacher, Coronado Councilmember Barbara Denny, Del Mar Councilmember Sherryl Parks, Encinitas Councilmember Teresa Barth, Imperial Beach Councilmember Brian Bilbray, Oceanside Deputy Mayor Esther Sanchez, Solana Beach Councilmember Mike Nichols, Unified Port of San Diego, Commissioner Garry Bonelli, and Mitch Perdue, U.S. Navy; and technical advisors from: California Coastal Commission, National Marine Fisheries Service, State Department of Boating and Waterways, State Department of Fish and Wildlife, State Department of Parks and Recreation, State Lands Commission, U.S. Army Corps of Engineers; and community advisors from California Coastal Coalition, California Lobster and Trap Fisherman Association, Coastal Environmental Rights Foundation, Scripps Institution of Oceanography, Southern California Tribal Chairmen’s Association, and Surfrider Foundation</td>
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**Responsibility**

Advises on the implementation of the Shoreline Preservation Strategy, the Regional Comprehensive Plan, and the Coastal Regional Sediment Management Plan

**Year Established**

1980s

**Current Status**

Standing

Meeting Schedule:

Quarterly

No. of Mtgs. in FY 2013: 2

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<tbody>
<tr>
<td>19 Committee on Binational Regional Opportunities</td>
<td>Stakeholders from both sides of the United States/Mexico border, including representatives from local jurisdictions, businesses, and academia</td>
<td>Advises on binational-related planning and project development issues</td>
<td>1995</td>
<td>Standing</td>
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<td>Meeting Schedule: Bimonthly</td>
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<td>No. of Mtgs. in FY 2014: 6</td>
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<tr>
<td>20 Interagency Technical Working Group on Tribal Transportation Issues</td>
<td>Representatives from each of the 17 federally recognized tribal governments and California tribes in San Diego County</td>
<td>Discusses and coordinates tribal transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators</td>
<td>2006</td>
<td>Standing</td>
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<td>Meeting Schedule: Quarterly</td>
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<td>No. of Mtgs. in FY 2014: 5</td>
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<tbody>
<tr>
<td>21 ARJIS Business Working Group</td>
<td>Appointed staff members from each agency represented on the Chiefs'/Sheriff’s Management Committee</td>
<td>Provides advice to the Chiefs'/Sheriff’s Management Committee on ARJIS matters relating to information sharing, business practices, and budget</td>
<td>1998</td>
<td>Standing</td>
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<td>Meeting Schedule:</td>
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<td>No. of Mtgs. in FY 2014: 6</td>
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<tr>
<td>22 ARJIS Technical Working Group</td>
<td>Appointed staff members from each agency represented on the Chiefs'/Sheriff’s Management Committee</td>
<td>Provides advice to the Chiefs'/Sheriff’s Management Committee on ARJIS matters relating to state-of-the-art information technology that enhances both officer and public safety</td>
<td>1998</td>
<td>Standing</td>
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<td>Meeting Schedule:</td>
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<td>No. of Mtgs. in FY 2014: 1</td>
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<tr>
<td>23 Chiefs'/Sheriff’s Management Committee</td>
<td>Sheriff and police chiefs from around the region</td>
<td>Reviews, evaluates, and oversees the SANDAG ARJIS and Criminal Justice work programs and budgets; and evaluates and recommends regional public safety initiatives</td>
<td>1981</td>
<td>Standing</td>
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<td>Meeting Schedule:</td>
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<td>No. of Mtgs. in FY 2014: 8</td>
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</table>
| 24 North Park—Mid-City Bike Corridor Project | Representatives of established community groups within the project area as nominated by the community groups | Provides advice on the development of design alternatives and serve as a forum for community input to the project | 2013              | Meeting Schedule: Bimonthly  
No. of Mtgs. in FY 2013: 1 |
| Staff Lead: Bridget Enderle     |                                                                             |                                                                                |                   |                                                                                  |
| 25 Uptown Regional Bike Corridor Project | Representatives of established community groups within the project area as nominated by the community groups | Provides advice on the development of design alternatives and serve as a forum for community input to the project | 2013              | Meeting Schedule: As-needed  
No. of Mtgs. in FY 2013: 1 |
| Staff Lead: Beth Robrahn         |                                                                             |                                                                                |                   |                                                                                  |
REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG

Since the last Board of Directors meeting, Board members participated in the following meetings and events on behalf of SANDAG. Key topics of discussion also are summarized.

May 19, 2014: Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency Board of Directors Meeting
Los Angeles, CA

Solana Beach Deputy Mayor Lesa Heebner, SANDAG alternate to the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) Board of Directors, attended the LOSSAN Board of Directors meeting. The LOSSAN Board participated in discussions related to intercity rail equipment and toured the Los Angeles Amtrak maintenance facility in preparation for local management of the Pacific Surfliner service by the LOSSAN Joint Powers Authority.

May 22, 2014: California Transportation Foundation Awards Luncheon
Sacramento, CA

Deputy Mayor Heebner attended the California Transportation Foundation (CTF) Awards Luncheon on behalf of SANDAG and accepted the CTF Organization of the Year Award as well as the Operational Efficiency Program of the Year Award for the San Diego Integrated Corridor Management Project. Wayne Terry, Metropolitan Transit System (MTS) Chief Operations Officer of Rail, accepted the Transit Project of the Year Award for the Trolley Renewal Low Floor Platforms Project.

May 29, 2014: Facilitating Access to Coordinated Transportation Board of Directors Meeting
Encinitas, CA

As the SANDAG representative and 2014 Chair of the Facilitating Access to Coordinated Transportation (FACT) Board of Directors, Third District County Supervisor Dave Roberts attended the FACT Board of Directors meeting. The FACT Board voted unanimously to approve updating the FACT Vehicle Lease Policy to allow a Board Waiver. The Board voted unanimously to approve a Board Resolution for the Title VI and Compliance Plan. The Board received an update on the First Transit sub-contract. Executive Director Arun Prem reported that FACT has now provided 25,000 trips; another major milestone. The Board voted unanimously to cancel its August Board Meeting.
May 30, 2014: Bike to Work Day Pit Stop Events
San Diego, CA

SANDAG Chairman Jack Dale and City of San Diego Council President Todd Gloria, Transportation Committee Chair, participated on behalf of SANDAG at the Bike to Work Day Pit Stop events and spoke with the public and media. Riders were greeted by volunteers at a record 97 pit stops throughout the region, where they received free refreshments, t-shirts, and plenty of encouragement. Some of the stops offered extra incentives, including bike gear makeovers, bike tune-ups, free massages, and merchandise coupons.

June 3, 2014: 2014 Binational Seminar
San Ysidro, CA

Chairman Dale attended the 2014 Binational Seminar as the SANDAG representative and moderated the various sessions on improving efficiency and enhancing competitiveness on the border and the challenges and opportunities for a more efficient border region.

June 5, 2014: Rapid Launch Press Event
Poway, CA

Chairman Dale, Poway Mayor and SANDAG Second Vice Chair Don Higginson, and Escondido Mayor Sam Abed, and San Diego Council President Gloria attended the Rapid launch event as the SANDAG representatives and encouraged the public to use this new service starting Sunday, June 8, as well attend one of four community celebrations along the route. This joint event with MTS and Caltrans was to introduce Rapid, an exciting new transit system on the Interstate 15 Corridor, providing high frequency, limited-stop service seven days a week.

June 8, 2014: One Sweet Ride Community Event
Poway, CA

Chairman Dale, Second Vice Chair Higginson, Mayor Abed, and San Diego Council President Gloria, San Diego City Council Member Marti Emerald attended the Rapid One Sweet Ride Community Event as the SANDAG representatives. Rapid is a new level of transit service that will provide fast and frequent trips between Escondido and Downtown San Diego. The community events were held at the Escondido Transit Center, Rancho Bernardo Transit Station, Sabre Springs Transit Station, and City Heights Transit Plaza. This old fashioned whistle stop tour was held to introduce this new service to the communities along the corridor. The first 50 attendees at each event received a free t-shirt and food samples, and kids’ activities were available. Also, free ride tickets were given to attendees to find out why Rapid is One Sweet Ride.

June 10, 2014: Cap and Trade Meeting with Governor’s office
Sacramento, CA

SANDAG First Vice Chair Jim Janney and Council President Gloria attended a meeting with the office of the Governor as the SANDAG representatives. The meeting was attended by representatives of the region’s large Metropolitan Planning Organizations to discuss Cap and Trade and to lobby for the region.
June 11, 2014: Small Business Awards Breakfast Ceremony
San Diego, CA

Deputy Mayor Heebner attended the Small Business Awards Breakfast Ceremony on behalf of SANDAG. Each year during National Small Business Week, the U.S. Small Business Administration recognizes outstanding small business owners and organizations for their contributions to the American economy and society. SANDAG staff member and Small Business Development Manager Elaine Richardson was personally recognized for her work on behalf of SANDAG and presented the 2014 Minority Small Business Champion of the Year award.

June 16, 2014: California Association of Councils of Governments Board of Directors Meeting
Sacramento, CA

As the SANDAG representative and Immediate Past President of the California Association of Councils of Governments (CALCOG), National City Mayor Ron Morrison attended the CALCOG Board of Directors meeting. The Board reviewed and approved the proposed budget, work program, and dues structure for the upcoming year; approved the incorporation of the certain Brown Act transparency principles to its Board, Executive Committee, and other Standing Committee meetings; and amended the dues structure to allow smaller Councils of Governments to join at a guaranteed lower dues rate despite population.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org
CALIFORNIA ENVIRONMENTAL QUALITY ACT
EXEMPTIONS FOR PROJECT MODIFICATIONS
ALONG THE INTERSTATE 15 RAPID ROUTE

Introduction
The new Interstate 15 (I-15) Rapid service began operation on June 8, 2014. In an effort to enhance connections and transfer options to and from the I-15 Rapid, several transit improvements are being proposed.

Discussion

West Valley Parkway Transit Improvements
The West Valley Parkway transit improvements include bus shelter improvements at the western edge of the Escondido Transit Center. Additional Improvements include transit service priority (TSP) at seven signalized intersections along Hale Avenue, Center City Parkway, and West Valley Parkway in the City of Escondido. Transit Service Priority briefly extends the green-light phase for busses travelling through the corridor under certain conditions.

This project is statutorily exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Section 15275(b) for specified mass transit projects.

Clairemont Mesa Boulevard Transit Improvements
The Clairemont Mesa Boulevard transit improvements include the relocation and/or conversion of existing bus stops to Rapid transit stations at Complex Drive, Overland Avenue, and Ruffin Road in the City of San Diego. The improvements would include new shelters, next bus signs, fiber connections, landscaping, and other amenities, such as benches. Intersection improvements would be constructed and an eastbound to southbound bus-only right turn onto the I-15 also would be provided.

This project is statutorily exempt from CEQA pursuant to CEQA Section 15275(b) for specified mass transit projects.

Recommendation
The Board of Directors is asked to approve four exemptions pursuant to the California Environmental Quality Act for improvements to enhance the Interstate 15 Rapid service (Attachments 1 through 4).
**Mira Mesa Boulevard Transit Improvements**

The Mira Mesa Boulevard transit improvements would include implementation of TSP along the corridor to enhance service reliability.

Unlike the two projects listed above, this project does not qualify for the statutory exemption because the proposed project exceeds four miles in length. This project qualifies for a categorical exemption pursuant to CEQA Section 15301 for existing facilities where only minor alterations would be implemented.

**WiFi Capability on I-15 and Mid City Rapid Buses**

The WiFi Capability Project proposes to enhance the rider experience by providing WiFi on I-15 Rapid and Mid-City Rapid buses.

This project qualifies for a categorical exemption pursuant to CEQA Section 15301 for existing facilities. The WiFi would add minor mechanical equipment to the buses and would not alter any other aspect of the service or route.

**Next Steps**

If approved by the Board of Directors, it is anticipated that the various improvements would be implemented between July 2014 and June 2016.

GARY L. GALLEGOS  
Executive Director

Attachments:  
1. Notice of Exemption - West Valley Parkway Transit Improvements  
2. Notice of Exemption - Clairemont Mesa Boulevard Transit Improvements  
3. Notice of Exemption - Mira Mesa Boulevard Transit Improvements  
4. Notice of Exemption - WiFi Capability on I-15 and Mid City BRT Busses

Key Staff Contact: Rob Rundle, (619) 699-6949, rob.rundle@sandag.org
Notice of Exemption

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of: San Diego
1600 Pacific Highway
San Diego, CA 92101

From: (Public Agency); SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Project Title: I-15 BRT - West Valley Parkway Transit Improvements

Project Applicant: San Diego Association of Governments (SANDAG)

Project Location - Specific:
The shelter improvement would occur along West Valley Parkway at the western edge of the Escondido Transit Center. TSP would be installed at 7 signalized intersections along the I-15 BRT route in the City of Escondido.

Project Location - City: Escondido
Project Location - County: San Diego

Description of Nature, Purpose and Beneficiaries of Project:
The project would replace the existing transit stop along West Valley Parkway at the western edge of the Escondido Transit Center. Additionally, transit signal priority would be installed at 7 signalized intersections along the I-15 BRT route within the City of Escondido to provide additional priority service to the BRT buses.

Name of Public Agency Approving Project: SANDAG
Name of Person or Agency Carrying Out Project: SANDAG

Exempt Status: (check one):
☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☐ Categorical Exemption. State type and section number:
☐ Statutory Exemptions. State code number: 15275 (b)

Reasons why project is exempt:
The project would provide transfer opportunities for passengers utilizing the region’s bus rapid transit services. The proposed I-15 BRT -West Valley Parkway improvements would not exceed the four-mile limit for projects qualifying for Statutory Exemption 15275(b).

Lead Agency
Contact Person: Rob Rundle
Area Code/Telephone/Extension: (619) 699-6949

If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?, ☑ Yes ☐ No

Signature: ___________________________ Date: ___________________________ Title: Principal Regional Planner

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Revised 2011
Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of: San Diego
1600 Pacific Highway
San Diego, CA 92101

From: (Public Agency): SANDAG
401 B Street, Suite 800
San Diego, CA 92101

(Project Title): I-15 Bus Rapid Transit - Clairemont Mesa Boulevard Transit Improvements

(Project Applicant): San Diego Association of Governments (SANDAG)

Project Location - Specific:
The proposed project extends approximately 1.5 miles along Clairemont Mesa Boulevard, an existing six-lane street in the City of San Diego, from Kearny Villa Rd. to Interstate 15.

Project Location - City: San Diego
Project Location - County: San Diego

Description of Nature, Purpose and Beneficiaries of Project:
The project would relocate and/or convert existing bus stops at BRT stations at Complex Drive, Overland Ave., and Ruffin Road; provide intersection improvements; and stripe an eastbound to southbound bus-only right turn onto I-15. Transit stations would include shelters, landscaping improvements, and street furniture.

Name of Public Agency Approving Project: SANDAG

Name of Person or Agency Carrying Out Project: SANDAG

Exempt Status: (check one):

☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☐ Categorical Exemption. State type and section number: 15275 (b)
☐ Statutory Exemptions. State code number: 15275 (b)

Reasons why project is exempt:
The project would provide transfer opportunities for passengers utilizing the region's bus rapid transit services. The proposed Clairemont Mesa Boulevard improvements would not exceed the four-mile limit for projects qualifying for Statutory Exemption 15275(b).

Lead Agency
Contact Person: Rob Rundle
Area Code/Telephone/Extension: (619) 699-6949

If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: ____________________________ Date: _____________ Title: Principal Regional Planner

☐ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21106, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____________

Revised 2011
Notice of Exemption

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of: San Diego
1600 Pacific Highway
San Diego, CA 92101

From: (Public Agency): SANDAG
401 B Street, Suite 800
San Diego, CA 92101
(Address)

Project Title: I-15 Bus Rapid Transit - Mira Mesa Boulevard Transit Improvements

Project Applicant: San Diego Association of Governments (SANDAG)

Project Location - Specific:
The proposed project extends approximately 5 miles along Mira Mesa Boulevard, an existing six-lane street in the City of San Diego, from Interstate 805 to Interstate 15.

Project Location - City: San Diego
Project Location - County: San Diego

Description of Nature, Purpose and Beneficiaries of Project:
The project would implement transit signal priority along the corridor, giving the new Rapid Bus route improved travel time and schedule reliability. Transit signal priority briefly extends the green phase for busses travelling through the corridor under certain conditions.

Name of Public Agency Approving Project: SANDAG

Name of Person or Agency Carrying Out Project: SANDAG

Exempt Status: (check one):
- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☑ Categorical Exemption. State type and section number: 15301- Existing Facilities
- ☐ Statutory Exemptions. State code number:

Reasons why project is exempt:
The project would provide travel time benefits for passengers utilizing the region’s bus rapid transit services. Extending the green phase in the through direction would not cause noticeable changes in queuing or wait times.

Lead Agency
Contact Person: Rob Rundle
Area Code/Telephone/Extension: (619) 699-6949

If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: ___________________________ Date: ____________ Title: Principal Regional Planner

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: ____________________________

Revised 2011
Notice of Exemption

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of: San Diego
1600 Pacific Highway
San Diego, CA 92101

From: (Public Agency): SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Project Title: WiFi Capability for the I-15 Bus Rapid Transit and Mid-City Rapid projects

Project Applicant: San Diego Association of Governments (SANDAG)

Project Location - Specific:
The proposed project is located along the route of the I-15 BRT and Mid City Rapid Bus lines located in the Cities of Escondido and San Diego

Project Location - City: San Diego and Escondido
Project Location - County: San Diego

Description of Nature, Purpose and Beneficiaries of Project:
The project would deliver Wi-Fi services on SANDAG’s new Bus Rapid Transit service routes. The proposed Wi-Fi service is expected to enhance the commuter experience as well as retain and attract new ridership.

Name of Public Agency Approving Project: SANDAG

Name of Person or Agency Carrying Out Project: SANDAG

Exempt Status: (check one):
☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☒ Categorical Exemption. State type and section number: 15301
☐ Statutory Exemptions. State code number:

Reasons why project is exempt:
The project would add minor mechanical equipment to existing busses to enable WiFi capability. The project would not alter any other aspect of the service or routes.

Lead Agency Contact Person: Rob Rundle
Area Code/Telephone/Extension: (619) 699-6949

If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☒ Yes ☐ No

Signature: __________________________ Date: __________________________
Title: Principal Regional Planner

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: ________________

Revised 2011
FIRST READING OF PROPOSED AMENDMENTS
TO REGIONAL COMPREHENSIVE FARE ORDINANCE

File Number 3320100

Introduction

The Board of Directors is asked to conduct the first reading of an amended Regional Comprehensive Fare Ordinance (Ordinance) that provides the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) the ability to implement Universal Pass (UPass) agreements with post-secondary educational institutions and/or large groups as well as add language that clarifies, simplifies, and better codifies the fare rules for the region. The proposed changes in the language of the Ordinance have been coordinated with the staffs of both NCTD and MTS.

Discussion

Overview of Proposed Ordinance Changes

The proposed changes to the Ordinance are included as Attachment 1. There are no fare changes (increases or decreases) in this amendment. The proposed changes are focused on the following:

- **UPass Agreements:** UC San Diego has been working with the transit operators on instituting UPass on its campus, which would allow all undergraduate and graduate students to ride on most MTS and NCTD routes. The students voted on a fee referendum in May 2014 to allow UC San Diego to assess a fee each quarter. In anticipation of this vote, MTS requested that SANDAG amend the Ordinance to allow MTS and NCTD to negotiate UPass agreements. The current version of the Ordinance does not specifically allow for a UPass-type agreement to be negotiated by MTS or NCTD with educational institutions or other large groups willing to purchase a transit pass for all its students or employees. Section 6 of the current version of the Ordinance includes options for the transit operators to sell passes at a discounted price. The revised Ordinance separates the discounted passes into one section for educational institutions and another section for group passes. A new section, Section 6.2.2 in the new Group Pass section, adds the UPass as an option for the transit operators.

- **Rapid Services:** Several language changes are needed to include the new Rapid-branded services. While these routes are using the fares of existing services, language in numerous locations needs to be updated to reflect the existence of the Rapid services. The new Rapid

Recommendation

The Board of Directors is asked to conduct the first reading of amendments to the Regional Comprehensive Fare Ordinance.
Route 235 (serving northern inland San Diego, Kearny Mesa, City Heights, and Downtown San Diego) will use the same fare structure as the Trolley and Express Routes. The Premium Express routes have been rebranded to Rapid Express and have the same fares.

- Compass Card: With the administration of the Compass Card Program recently moved to MTS, all language referring to SANDAG as the responsible entity has been removed. Language has been added to Section 12 to demonstrate that regional ticket and pass administration and revenue sharing may be the subject of one or more separate agreements between MTS and NCTD as they see fit.

- Other Minor Changes: Other language changes are proposed to better clarify, simplify, and codify the fare rules for the region.

**Next Steps**

At its July 18, 2014, meeting, the Transportation Committee is scheduled to review the amendments to the Ordinance and provide a recommendation to the Board of Directors. The second reading of the amended Ordinance is scheduled for the Board of Directors meeting on July 25, 2014. Pending Board approval, the Ordinance changes are scheduled to go into effect on August 25, 2014, after the minimum 30-day waiting period mandated by Board Policy No. 004: Rules of Procedure for Board of Directors and Committees.

GARY L. GALLEGOS
Executive Director

Attachment: 1. Proposed Changes to the Comprehensive Fare Ordinance

Key Staff Contact: Brian Lane, (619) 699-7331, brian.lane@sandag.org
SAN DIEGO ASSOCIATION OF GOVERNMENTS
COMPREHENSIVE FARE ORDINANCE

An Ordinance Establishing a Regional
Fare Pricing Schedule & Revenue Allocation Formula

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

SECTION 1: FINDINGS

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

SECTION 2: REGIONAL TRANSIT SERVICE DEFINITIONS

2.1 ACCESS: the complementary ADA service operated by MTS in Zone 1.

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

2.3 ADA Complementary Paratransit Service: Specialized origin-to-destination curb-to-curb transportation services provided to persons who qualify as eligible for such services under the guidelines of the ADA.

2.4 BREEZE: NCTD fixed-route bus service brand name.

2.5 Bus: Rubber-tired transit vehicles operated by MTS and NCTD.

2.6 Bus Rapid Transit: A form of premium rapid transit service operated wholly or partly on exclusive bus lanes, guideways, or managed lanes.

2.7 Cash Fare: Term used to describe fares purchased with United States currency.

2.8 Child: Any person five years of age or under.

2.9 COASTER: The brand name of the commuter rail service operated by NCTD in the coastal corridor from Oceanside to San Diego.

2.10 College Student: Any person currently enrolled as a student in a participating accredited San Diego area post-secondary school with a valid picture identification issued by the school.

2.11 Companion: In relation to the ADA complementary paratransit service, a companion is someone who accompanies an ADA passenger on board a Paratransit vehicle, but is not a personal care attendant as specified in the passenger’s ADA certification application.

2.12 Compass Card: The Compass Card is an electronic fare medium based on contactless smart card technology. The Compass Card may hold either transit products or cash for use on
regional transit services. Transit products may include but are not limited to Monthly Passes, post-secondary student semester passes, single-day and multi-Day Passes, and stored value.

The Compass Card utilizes wireless technology to interface with validator devices on buses, rail platforms and ticket vending machines (TVMS). Passengers must tap their Compass Card on a validator in order to utilize transportation services.

2.132.12 **Day Pass:** a fare medium that allows a passenger to ride one Service Day.

2.13 **Discount:** A reduction in the price of a fare or fare product as a result of the passenger holding a special identification card, or an existing fare product.

2.14 **LIFT:** The complementary ADA service operated by NCTD.

2.15 **Limited Use Compass Card:** A Compass Card printed on a disposable material. Limited Use Compass Cards have a limited lifetime and may not accept all fare products available for loading onto a plastic Compass Card.

2.16 **Medicare Recipient:** Any person to whom the Federal Government has issued a Medicare identification card, regardless of age.

2.17 **MetroLink:** The Commuter rail service operated by the Southern California Regional Rail Authority.

2.18 **Monthly Pass:** This term refers to either the Calendar Month Pass or the 30-Day Pass.

2.19 **MTS:** The San Diego Metropolitan Transit System which operates services in all areas of San Diego County outside the jurisdiction of NCTD. MTS operates MTS Bus, Rural Bus, MTS Express, MTS Rapid, MTS Premium Rapid Express, MTS Trolley service, and ADA Access Service.

2.20 **MTS Suburban Paratransit:** The complementary ADA service operated by MTS in suburban areas (ADA Zones 2, 3, and 4).

2.21 **NCTD:** North County Transit District operating services in Northern San Diego County. NCTD services include the BREEZE, COASTER, SPRINTER and LIFT.

2.22 **OCTA:** Orange County Transportation Authority.

2.23 **Person with Disability:** Any person with a permanent or temporary mental or physical disability as defined by the ADA (Title 49, Part 37 of the Code of Federal Regulations). In order to qualify for a disabled fare a passenger for regular (non-ADA paratransit) transit must be in possession of a transit identification card or a valid Compass Card with a picture identifying the person as a person with a qualifying disability. In order to qualify for ADA Paratransit service the person with a disability must be ADA certified.

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

2.25 **Platform Validator:** A validator located in a standalone device on a rail platform. Platform
validators must be tapped before boarding a rail vehicle unless a new Compass Card product is
loaded and validated at a TVM.

2.252.26 **Rapid:** MTS brand name for a premium rapid transit service operated wholly or partly
on exclusive bus lanes, guideways, managed lanes, or use of other transit priority measures.
Depending on specific route characteristics, individual Rapid routes may be classified as MTS
Rapid or MTS Rapid Express for purposes of Table 2.

2.262.27 **Regional Fare System:** The Regional Fare System is governed by SANDAG Board Policy
Nos. 018 and 029, this Ordinance, MTS and NCTD transit operations ordinances and policies,
and any other fare agreements including agreements entered into by SANDAG with transit
operators.

2.272.28 **Regular Fare:** Applies to all persons age six and older except persons eligible for S/D/M
or Youth fares.

2.282.29 **S/D/M:** Acronym that stands for Senior, Disabled and Medicare passengers.

2.292.30 **Senior:** Any person who meets the age requirement for transit fares provided in the
*TransNet* Ordinance Section 4, Paragraph (c)(3) is eligible to pay the discounted Senior Cash
Fare or purchase a Senior pass.

2.302.31 **Service Day:** 4:00 a.m. until 3:59 a.m. on the subsequent day.

2.312.32 **Sorrento Valley COASTER Connection (SVCC):** A peak period only Community
Shuttle service operated by MTS between the Sorrento Valley COASTER Station, and nearby
employment centers.

2.322.33 **SPRINTER:** The brand name of the Oceanside to Escondido rail service operated by
NCTD with Diesel Multiple Units (DMUs) in a light rail mode.

2.332.34 **Station:** A light rail, bus rapid transit or commuter rail passenger stop.

2.342.35 **Stored Value:** cash value that can be debited to purchase fare products or pay a Cash
Fare on a Compass Card.

2.352.36 **Supplement:** A charge paid on a one time basis to permit the use of a fare product for
a transit ride that requires a more expensive fare. Payment of a supplement does not change
the original fare product.

2.37 **Sworn Peace Officers:** San Diego County, state, and federal sworn peace officers. **Sworn**
peace officers include but are not limited to: all municipal police department officials, all
County Sheriff Department deputies, County Marshals, all County of San Diego Probation
officers, State Highway Patrol officers, State Police, U.S. Marshals, Federal Bureau of
Investigation officers, and U.S. Immigration and Customs officers.
2.36 Tap: The act of touching a Compass Card on a validator.

2.37 Transit Service Types:

2.39.1 Local – Fixed-route bus service on local or arterial roads serving neighborhood destinations and feeding transit centers. Includes BREEZE and MTS Bus. Also includes routes operating extensively on arterials with transit priority features and limited stops (Rapid Services).

2.39.2 Corridor – A frequent transit service with limited stops including, but not limited to, major transit centers, residential centers and activity centers that has more than six stops outside Centre City. Corridor services include MTS Trolley, MTS Rapid, SPRINTER, and express buses generally traveling less than 50 percent of the one-way trip miles on freeways. Corridor services travel at least 12 miles per hour, with an average passenger trip length of approximately 10 miles or under.

2.39.3 Premium Rapid Express – Includes bus service with stops only at major transit centers, residential centers and activity centers; generally traveling 50 percent or more of the one-way trip miles on freeways; averaging at least 20 miles per hour, with an average passenger trip length of over 10 miles; and using commuter coaches. The future will include BRT operating at least 10 one-way route miles on a network of managed lanes or routes with transit priority measures.

2.39.4 Commuter Rail – The commuter rail service operated in the coastal corridor from Oceanside to San Diego by NCTD under the brand COASTER.

2.39.5 Rural – A rural bus service providing limited daily or weekly service linking rural areas to a multimodal transit center or major shopping center and designated by the MTS or NCTD Board of Directors as having a special one or two zone fare. Service is generally provided in rural areas with one-way vehicle trip lengths ranging from 15 to 80 miles.

2.38 Transfer: The action of a passenger leaving one bus, train, or other transit vehicle and within a brief time, without a stopover, boarding a subsequent bus, train, or other transit vehicle to complete his or her trip.

2.39 Transfer Slip: A document that may be issued by a driver to enable a passenger to board another transit vehicle free of charge or for a reduced amount. Transfer slips are not issued for travel entirely within San Diego County solely on the fixed-route system. Transfer slips may be issued for transfers between ADA services and fixed-route services and between fixed-route services and other systems outside San Diego County.

2.40 TransNet: The TransNet Ordinance is a SANDAG ordinance passed by voters in 2004 that provides for a ½ cent transactions and use tax collected in San Diego County and used for transportation-related projects.

2.42 Trolley: Light rail transit service operated by MTS.

2.44 TVM: Ticket Vending Machine used for the sale of single and multi-trip fare products.
**2.45 Universal Pass (UPass):** Provides unlimited rides on select transit services for an agreed upon period of time to individuals associated with a sponsoring entity, where the sponsoring entity guarantees universal participation/purchase by its employees, students, or other membership.

**2.42.46 Upgrade:** An additional fare required to enhance the value of a transit pass to travel on a transit service with a higher fare. Upon payment of an upgrade the original fare instrument is converted to the new, more expensive product and the original product is no longer available.

**2.43.47 Validator:** A device for tapping a Compass Card in order to validate the fare product. Validators may be standalone devices, located on bus fareboxes, or part of a TVM. Validators located in TVMs may not be used as platform validators.

**2.44.48 Youth:** A person as defined in the TransNet Ordinance Section 4(C)(3).

**2.45.49 Zone:** For ADA purposes a zone is defined as:

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

For the COASTER, the fare zones are set forth in Table 3. The fares zones applicable to Rural Fares are set forth in Section 3.4 of this Ordinance.

**SECTION 3: SINGLE TRIP, SINGLE DAY & MULTI-DAY FARES**

**3.1 Fare Product Limitations**

- **3.1.1** SPRINTER/BREEZE fare products may only be used on the SPRINTER and BREEZE.
- **3.1.2** Regional fare products may not be used on COASTER, ADA, Premium Rapid Express and Rural bus services without paying an Upgrade or Supplement.
- **3.1.3** Premium fare products (Rapid Express, COASTER, and RegionPlus) may be used on Local, Corridor, Premium Rapid Express, and single zone Rural services. Regional fare products may be used with the Supplements indicated in Table 1.
3.1.4 COASTER and Region Plus fare products may be used on all transit services operated by MTS and NCTD but require Supplements for two zone rural services. Discounts are available to holders of Premium and Regional fare products using the COASTER as shown in Table 1.

3.1.5 Sorrento Valley COASTER Connection fare products are only valid on the Sorrento Valley COASTER Connection.

3.2 Fares and Pass Products

Tables 1 and 2 list transit fares available to the general public. The tables show the fare for each type of service by passenger category, and which passes are accepted on specific services. The notes below the tables show the amount of any Supplement or Discount that may be required or available.

Table 1
Pass Prices, Acceptance and Required Supplements or Discounts

<table>
<thead>
<tr>
<th></th>
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<td>$12.00</td>
<td>n/a</td>
<td>$100.00</td>
<td>$25.00</td>
<td>$50.00</td>
<td></td>
<td>Yes Yes Yes *12,*2,*3 Yes *34 Yes</td>
</tr>
<tr>
<td>COASTER 1 Zone</td>
<td>n/a</td>
<td>$120.00</td>
<td>n/a</td>
<td>n/a</td>
<td></td>
<td></td>
<td>Yes Yes Yes Yes Yes Yes <em>34 No</em>12</td>
</tr>
<tr>
<td>COASTER 2 Zone</td>
<td>n/a</td>
<td>$150.00</td>
<td>n/a</td>
<td>$41.25</td>
<td>$82.50</td>
<td></td>
<td>Yes Yes Yes Yes Yes Yes <em>34 No</em>12</td>
</tr>
<tr>
<td>COASTER 3 Zone</td>
<td>n/a</td>
<td>$165.00</td>
<td>n/a</td>
<td></td>
<td></td>
<td></td>
<td>Yes Yes Yes Yes Yes Yes <em>34 No</em>12</td>
</tr>
</tbody>
</table>

Table 2
Single Boarding Fares by Service, Acceptance, Required Supplements & Discounts

<table>
<thead>
<tr>
<th>Service</th>
<th>Single Boarding Fare</th>
<th>Senior Disabled &amp; Medicare</th>
<th>Regional</th>
<th>Premium</th>
<th>SVCC</th>
<th>COASTER RegionPlus</th>
<th>SPRINTER/BREEZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sorrento Valley Coaster Connection</td>
<td>$1.00</td>
<td>$0.50</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No/Yes</td>
<td>No</td>
</tr>
<tr>
<td>MTS Bus/MTS Rapid</td>
<td>$2.25</td>
<td>$1.10</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes/Yes</td>
<td>No</td>
</tr>
<tr>
<td>MTS Trolley</td>
<td>$2.50</td>
<td>$1.25</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes/Yes</td>
<td>No</td>
</tr>
<tr>
<td>MTS Express/MTS Rapid</td>
<td>$2.50</td>
<td>$1.25</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes/Yes</td>
<td>No</td>
</tr>
</tbody>
</table>
### Special Notes for Tables 1 and 2

*1 Calendar Monthly Only

*21 RegionPlus Day Pass Accepted.

*32 $0.50 Discount on Single Ride Tickets for Regular, Youth, & Senior/Disabled/Medicare Passes on Compass Pass; $1.00 Discount on Round Trip Tickets for Regular, Youth, & Senior/Disabled/Medicare Passes on Compass Pass.

*43 $4.00 Supplement for Regular & Youth; $2.00 Supplement for Senior/Disabled/Medicare.

*54 $8.00 Supplement for Regular & Youth; $4.00 Supplement for Senior/Disabled/Medicare.

*65 $2.00 Supplement for Regular & Youth; $1.00 Supplement for Senior/Disabled/Medicare.

‡ Rapid routes that run on arterial roadways will be priced the same as MTS Bus, while those Rapid routes that run primarily on freeways will be priced the same as MTS Express.

### 3.3 COASTER Zones

The COASTER Fares are based on three zones. The number of zones between stations is shown in Table 3. Passengers must purchase a single trip or round-trip ticket or pass based on the number of zones between their origin and destination.

#### Table 3

**COASTER Stations and Zones**

<table>
<thead>
<tr>
<th>To From</th>
<th>Oceanside</th>
<th>Carlsbad Village</th>
<th>Carlsbad Poinsettia</th>
<th>Encinitas</th>
<th>Solana Beach</th>
<th>Sorrento Valley</th>
<th>Old Town</th>
<th>Santa Fe Depot</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oceanside</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Carlsbad Village</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Carlsbad Poinsettia</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Encinitas</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Solana Beach</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Sorrento Valley</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Old Town</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Santa Fe Depot</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

One-way and round-trip tickets and passes are valid only for travel between the number of zones or the stations listed on the ticket or pass.

### 3.4 Rural Bus Service Zones
Zone 1 of the rural areas is west of the line that runs due south from a point 14 miles east of I-15 on the San Diego – Orange County line through the mid point of Palomar Mountain State Park and then to Ramona (Ramona Station), Alpine (Tavern Rd. and Alpine Blvd.), and Tecate border crossing (Tecate Road and Thing Road). Zone 2 of the rural area is east of this line.

3.5 Senior/Disabled/Medicare

The single trip Cash Fare for persons eligible for S/D/M fares shall be 50 percent of the single trip regular fare, rounded down to the nearest $0.05.

3.6 Children

NCTD and MTS may each determine how many children five years old and under may ride free on all bus, light rail, and commuter rail services when traveling with a paying passenger.

3.7 NCTD Reduced Fare Identification Card on BREEZE & SPRINTER

Passengers holding a valid NCTD issued Paratransit Reduced Fare Identification Card may ride BREEZE, or SPRINTER services without payment of any fare. A personal care attendant may also ride free accompanying the passenger with a Reduced Fare Identification Card if the requirement for a personal care attendant is noted on the NCTD Paratransit Reduced Fare Identification Card.

3.8 Regional Day Pass

3.8.1 With the exception of Juror Day Passes and special marketing programs or event tickets/passes, all All Day Passes shall be valid for travel on the specified services from the time of issue for the number of consecutives days indicated on the Day Pass or Compass Card product. The Day Pass is valid for travel until the end of the Service Day. The prices for all 1-Day, 14-Day, Monthly, and 30-Day Passes are shown in Table 1.

3.8.2 Regional Day Passes will also be available for two, three and four days from the Transit Store, North County Customer Service Centers and select TVMs at the prices shown in Table 4.

<table>
<thead>
<tr>
<th>Table 4 2, 3, and 4 Day Pass Prices</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day Pass</td>
</tr>
<tr>
<td>2 Day Regular:</td>
</tr>
<tr>
<td>3 Day Regular</td>
</tr>
<tr>
<td>4 Day Regular</td>
</tr>
</tbody>
</table>

3.8.3 The price of 14-Day Passes shall be 60 percent of the cost of Monthly Passes rounded to the nearest dollar.
3.9 RegionPlus Day Pass

A RegionPlus Day Pass is valid on all services except for LIFT, ACCESS and MTS Suburban Paratransit. Upgrade required for travel on Rural zone 2. The price of a RegionPlus Day Pass is $12.00.

3.10 Classroom Day Tripper

Classroom Day Trippers are valid for travel between 9 a.m. and 3 p.m. and after 6 p.m., Monday to Friday and may be issued to school and youth groups (up to 18 years of age) on an advance sales basis only. Each group shall consist of a minimum of 15 people. One chaperone per every five students may ride at the Regional Classroom Day Tripper price.

<table>
<thead>
<tr>
<th>Valid on</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTS Bus, SPRINTER, BREEZE, Premium-Rapid Express</td>
<td>$1.50</td>
</tr>
<tr>
<td>COASTER only</td>
<td>$3.00</td>
</tr>
<tr>
<td>COASTER plus any of the following: MTS Bus, MTS Trolley, Premium Rapid Express, SPRINTER, BREEZE</td>
<td>$4.50</td>
</tr>
</tbody>
</table>

A maximum of 135 students and adults per group are permitted to ride a single scheduled COASTER train. Advance confirmation of the availability of space is required at the time of purchase for all COASTER Classroom Day Trippers.

3.11 SPRINTER/BREEZE Social Services Agency Day Pass

The SPRINTER/BREEZE Social Service Agency Day Pass is a one-day NCTD Day Pass, sold in packs of ten priced at $45.00, which is validated by social service agencies by identifying the day, month, and year. It is sold only to qualified social service agencies who agree to dispense the Day Pass according to NCTD requirements. The Social Service Agency Day Pass has a unique serial number code, and the customer may not return or exchange a Social Service Agency Day Pass. Valid for unlimited travel on SPRINTER/BREEZE for day punched.

3.12 Juror Day Pass

Any state or federal court in San Diego County may purchase Juror Passes after signing an agreement with SANDAGMTS. Juror Passes are not valid for use on any special service with a higher fare (e.g., Stadium Bus Service) or ADA complementary paratransit service.

A Regional Juror Day Pass is valid for travel on all NCTD and MTS services except, PremiumRapid Express, COASTER or Rural services. A Region Plus Juror Day Pass is valid for travel on all NCTD and MTS services except 2-Zone Designated Rural services.

The price for Regional Juror Day Passes sold to the courts shall be based on the price of the Regional Day Pass and included in the agreement with the court. The price for Region Plus Juror Day Passes sold to the courts shall be based on the price of the Region Plus Day Pass and included in the agreement with the court.
Each Juror Day Pass becomes activated/valid on the day it is tapped by the passenger.

3.13 Advance Purchase Group Day Pass Sales

Groups wishing to purchase a minimum of 100 Regional Day Passes shall be entitled to obtain passes at the rates shown in Table 5 when the passes are purchased at least 21 days in advance. Groups purchasing 1,000 or more Day Passes shall be entitled to discounts from the Table 5 prices, as shown in Table 6. Additional discounts require the approval of the SANDAG Transportation Committee or SANDAG Board of Directors.

Table 5
Prices for Advance Purchase Group Day Passes

<table>
<thead>
<tr>
<th>Days</th>
<th>Regional</th>
</tr>
</thead>
<tbody>
<tr>
<td>One Day</td>
<td>$4.50</td>
</tr>
<tr>
<td>Two Day</td>
<td>$8.00</td>
</tr>
<tr>
<td>Three Day</td>
<td>$11.00</td>
</tr>
<tr>
<td>Four Day</td>
<td>$14.00</td>
</tr>
<tr>
<td>Five Day</td>
<td>$16.00</td>
</tr>
<tr>
<td>Six Day</td>
<td>$18.00</td>
</tr>
<tr>
<td>Seven Day</td>
<td>$20.00</td>
</tr>
</tbody>
</table>

Table 6
Additional Discount for Bulk Purchase of Advance Purchase Group Day Passes

<table>
<thead>
<tr>
<th>Passes Purchased</th>
<th>Discount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,000-1,999</td>
<td>5%</td>
</tr>
<tr>
<td>2,000-2,999</td>
<td>10%</td>
</tr>
<tr>
<td>3,000 - 3,999</td>
<td>15%</td>
</tr>
<tr>
<td>4,000 or more</td>
<td>20%</td>
</tr>
</tbody>
</table>

3.14 Monthly Passes

All Calendar Month Passes shall be valid until the end of the Service Day on the last day of the calendar month. All 30-Day Passes shall be valid for 30 consecutive days commencing on the first day the pass is validated.

3.15 Upgrades to RegionPlus Day Pass

Upon implementation of Stored Value, Effective January 1, 2010—a Regional Day Pass residing on a Compass Card may be upgraded to a RegionPlus Day Pass upon payment of the difference between the original price paid and the new pass price. This upgrade is only available on Compass Cards with a sufficient Stored Value balance and occurs automatically when a Compass Card with a valid Regional Day Pass is tapped prior to boarding a service requiring a RegionPlus Day Pass. An upgrade does not extend the period of validity of the pass and is not available for paper Day Passes.

SECTION 4: MULTI RIDE TICKETS & TOKENS
4.1 **Round Trip Tickets**

Any transit operator may, at its option sell round trip tickets at two times the price of a single trip ticket for any fare category or service. Outbound and return trips must be taken on the same service day and are valid roundtrip from the point of origin to the destination.

4.2 **Multi-Trip Ticket Packs**

Any transit operator may, at their option, bundle multiple single trip tickets for any service they operate, and sell the tickets for the full face value of the tickets or with a discount of up to ten percent.

4.3 **Tokens**

If tokens are made available they shall be sold for $2.25 each, in multiples of 20 ($45.00) or 40 ($90.00), and shall entitle the person holding the universal token to up to a $2.25 cash fare value trip on any MTS bus, Trolley, BREEZE, or SPRINTER, or Trolley service except ADA paratransit services. Some services may require a cash upgrade in conjunction with the Regional Universal Token.

Tokens will not be accepted for payment of any COASTER, SPRINTER, Access, LIFT or Premium Rapid Express single trip fare. Multiple tokens may be used to pay fares or purchase passes with a value of more than one local bus trip, but change will not be given.

**SECTION 5: STORED-VALUE-COMPASS CARDS**

5.1 **Card Acquisition and Registration**

MTSSANDAG, the administrator of the Compass Card Program, may require a nonrefundable fee for passengers wishing to acquire a Compass Card. The fee shall not exceed $5.00.

Compass Card users may elect to register their card. If registered, users will be entitled to one free replacement if the card is lost or stolen. Additionally, registered users of the Compass Card are entitled to balance protection. Registered users will be reimbursed the value of their cash or transit product at the time the card is reported lost or stolen. Reimbursement will be provided on a new Compass Card. An unregistered user shall have no right to reimbursement or refund of a Compass Card balance even if the card is lost or stolen. Registered Compass Cards are not transferable.

Compass Card users may opt not to participate in the registration program, but shall be required to pay the above-mentioned fee and will not receive the benefits of registration. Whether or not a user pays a fee or participates in the registration program, the Compass Card shall be the property of MTS SANDAG and may be revoked and/or confiscated by SANDAG, MTS, or NCTD.

5.2 **Validating a Compass Card**

Compass Card users who have a transit fare product or a stored value loaded on their card must validate their card each time they board a bus or train. Passengers who fail to tap and
validate their Compass Card as required may be deemed to not be in possession of a valid fare consistent with the ordinances and policies of MTS and NCTD.

5.3 **Inspection and Use of Compass Cards**

Users of the Compass Card must produce the Compass Card for inspection by authorized SANDAG, MTS, or NCTD personnel or their designated agents. The Compass Card is intended as a fare payment device on MTS, NCTD or any transportation service that is part of the San Diego Regional Fare System. Any nonauthorized use of the card is strictly forbidden.

5.4 **Refunds of Stored Value and Transit Products**

Refunds will not be issued for transit pass products loaded onto a Compass Card. Refunds of stored value remaining on voluntarily surrendered cards and confiscated cards will be available for registered Compass Cards only. Registered Compass Card holders seeking a refund must complete an application form available from the Transit Store or NCTD Customer Service, and follow the submission instructions on the application. Refunds will only be issued up to the maximum value of any receipts that show cash being loaded onto the subject Compass Card. All refunds are subject to a processing and waiting period of up to 90 days. MTS or NCTD SAN D AG may refuse any improper request for refund, or may make a partial refund. SAN D AG and the transit operators MTS or NCTD may deduct a processing fee of not more than ten percent on any refund. Refunds will be issued as a credit on the same card as the original purchase if made by credit card. Original payments made by cash, check or debit card will be refunded by check.

5.5 **Photographs of Cardholders**

A photograph of a registered card holder may be printed onto a Compass Card if requested by the registered user. MTS or NCTD, MTS and SAN D AG may charge up to a $8.00 fee for placement of a photograph on the Compass Card. Compass Cards bearing a photograph may only be used by the person whose photograph appears on the card.

5.6 **Stored Value**

Once implemented by MTS or NCTD, the stored value feature of a Compass Card may be loaded with cash value. A Compass Card with stored value may not be used to purchase an additional or replacement Compass Card. A Compass Card with stored value may not be used to purchase fare products or stored value to be loaded onto a different Compass Card.

5.7 **Default Fare for Stored Value**

All card holders boarding any bus or rail vehicle and paying their fare with stored value on a Compass Card will have the applicable Day Pass cost deducted from the Compass Card when a farebox or platform validator is tapped. Passengers boarding a bus must advise the driver before tapping if they wish to pay a single trip fare or purchase a product other than the default Day Pass. Passengers boarding a service at any station or stop equipped with platform
validators and TVMs must use the TVM if the passenger prefers to purchase a paper single trip ticket or a product other than the default Day Pass for the service they will be boarding.

SECTION 6: DISCOUNTED POST SECONDARY AND GROUP PASSES

6.1 Post Secondary Discounted Passes

Post Secondary Calendar Month & Semester Regional Passes

MTS and NCTD shall each have the exclusive right to sign-negotiate agreements, individually or jointly, with educational institutions within their own district boundaries. MTS and NCTD may establish their own policies, terms or eligibility rules regarding the sale of the passes in the sales agreements, however the prices to the education institutions must conform to this Ordinance.

6.1.12 Discounted Calendar Monthly Post Secondary Regional Pass

The price of a Calendar Month Pass for post secondary institutions shall be 80 percent of the price of a Regional Monthly 30-Day Pass. The discounted pass shall be valid for unlimited travel during a calendar month period until the end of the Service Day on the last day of the month. All Regional Pass discounts, supplements and upgrade rules apply to the Monthly Post Secondary Pass.

6.1.23 Discounted Post Secondary Regional Quarter/Trimester/Semester Pass

The price of the quarter/trimester/semester pass for post secondary educational institutions shall be based on 65 percent of the price of a Local & Corridor Regional Monthly Pass, divided by 31 and multiplied by the number of days in the quarter or semester academic term. The period of validity of a Post Secondary Regional Quarter/Semester Pass shall not be less than 90 days.

The discounted pass shall be valid for unlimited travel during a semester an academic term until the end of the Service Day on the last day of the academic term. All Regional Pass discounts, supplements and upgrade rules apply to the Post Secondary Regional Quarter/Trimester/Semester Pass.

6.1.34 SPRINTER/BREEZE Only - Post Secondary Pass

The SPRINTER/BREEZE Monthly Pass may be sold to post secondary educational institutions with a discount of $10.00 per month.

6.25 Ecopass Group Sales Pass Program

6.2.1 Ecopass Group Sales Pass Program

This program is for businesses or groups who purchase Regional and Premium passes and who are willing to purchase sufficient passes to provide a full year of transportation for 25 employees or members at a discounted rate and execute a participation agreement.
The pass price discount would be based on the pre-purchase of a specified number of passes for a 12-month period. Only one three-month trial program is permitted per employer or group interested in testing the program. Advance payment is required for both the trial program and permanent program annual passes. Participants may purchase additional monthly passes as provided in the participation agreement at a discounted rate.

The price of the employer or group sales pass program shall be set according to the number of annual regular adult passes purchased as defined in the participation agreement. All passes purchased in excess of limits in the participation agreement will be sold at retail rates.

6.2.2 Universal Pass Program

MTS and NCTD shall each have the right to negotiate Universal Pass (UPass) agreements, individually or jointly, with sponsoring entities. MTS and NCTD may establish their own policies, terms, or eligibility rules regarding the sale of the UPass in the sales agreements.

SECTION 7: TRANSFERS WITH OTHER TRANSIT OPERATORS

7.1 MetroLink Trip Tickets and Monthly Passes

MetroLink Trip Tickets and Monthly Passes are valid as full boarding fare on NCTD buses and the SPRINTER on all routes directly serving the Oceanside Transit Center. MetroLink tickets and passes are not valid for transferring between NCTD routes or between NCTD and MTS. MetroLink tickets are not valid for transfers to the COASTER. The rules governing the acceptance of the MetroLink tickets and passes are as follows:

7.1.1 MetroLink Monthly/7Day Pass: This pass must have the correct current month, year, and list Oceanside as a valid city in order to be valid.

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

7.1.23 MetroLink Round-Trip Ticket: This ticket must be imprinted with the current date and is valid until the time shown on that date on the BREEZE or the SPRINTER at Oceanside Transit Center.

7.1.34 MetroLink One-Way Ticket: This ticket must be imprinted with the current date and is valid until the time shown on that date, to board the BREEZE or the SPRINTER departing the Oceanside Transit Center.

7.2 NCTD and Orange County Transit Authority (OCTA) Transfers

The following transfer agreement is in effect with OCTA between its Route 1 and Route 191 and BREEZE Route 395:
7.2.1 BREEZE Route 395 to OCTA Route 1 or Route 191: The passenger will pay the appropriate NCTD single Cash Fare (or Day Pass fare) and be issued an interagency transfer onboard the 395. This transfer or Day Pass will be accepted by OCTA drivers as full fare for one boarding. In addition, NCTD BREEZE Passes and Regional Passes will be accepted by OCTA as full fare for one boarding on its system.

7.2.2 OCTA Route 1 or Route 191 to BREEZE Route 395: An OCTA passenger may transfer from an OCTA bus to NCTD Route 395 by displaying a valid OCTA Day Pass, or a valid OCTA Monthly Pass. No further fare supplement will be required. The OCTA Day Pass or Monthly Pass is good for one boarding only on NCTD service. Therefore, the OCTA Day Pass or OCTA Monthly Pass is valid only on Route 395 in San Clemente, as this is the only route that connects with OCTA. Passengers continuing on other routes in Oceanside will need to pay a single Cash Fare or purchase an NCTD Day Pass.

7.3 Rail 2 Rail

The Rail 2 Rail program is subject to renewal with the National Railroad Passenger Corporation (Amtrak). When an agreement is in effect: persons holding valid Amtrak tickets may ride any COASTER train between Oceanside, Solana Beach, and Santa Fe Depot within the origin and destination listed on their Amtrak ticket or pass, and persons holding fares valid for COASTER use may ride Amtrak trains designated on the NCTD COASTER schedule as Rail 2 Rail trains. Passengers can determine if an agreement is in place by contacting NCTD. persons holding valid Amtrak tickets may ride any COASTER train between Oceanside, Solana Beach and Santa Fe Depot within the origin and destination listed on their Amtrak ticket or pass; or, for an upgrade fee ($59 for a one-zone pass, and $84 for a three-zone pass) payable to Amtrak, persons holding a valid COASTER Pass may ride the Amtrak between Oceanside, Solana Beach, and Santa Fe Depot within the zones listed on their Compass Pass. Passengers can determine if an agreement is in place by contacting NCTD.

SECTION 8: PARTICIPATION IN THE REGIONAL FARE SYSTEM

The requirements for participation in the Regional Fare System by transportation providers shall be as follows:

8.1 Transit operators participating in the Regional Fare System must operate fixed-route transit service with fixed, published schedules.

8.2 Transit Operators must serve an area not currently served by an existing publicly subsidized fixed-route bus operator.

8.3 New transit operators will be incorporated into the Compass Card system to the extent feasible and practical as determined by SANDAGMTS.

8.4 Any transit provider selling or receiving Compass Card or other MTS SANDAG fare media shall have a secure handling procedure for all fare media. All tickets, passes and transfers shall be handled as cash-value media, with appropriate security provided for acceptance, inspection, storage, distribution, and disposal.
SECTION 9: SPECIAL FARES

9.1 Sworn Peace Officers

MTS and NCTD transit operators will allow all San Diego County, state, and federal sworn peace officers, in uniform or in civilian clothes, to ride on scheduled bus and train routes without charge. Officers must show identification when requested by MTS or NCTD. This privilege does not apply to special events for off-duty officers.

9.2 Temporary, Promotional, & Experimental Fares

MTS and NCTD shall have the ability to set temporary, promotional and experimental fares. Temporary, promotional and experimental fares are defined as fares implemented for no more than twelve months for seasonal events or for marketing purposes. These fares, because of their short term/temporary nature, are not included in this Ordinance.

SECTION 10: S/D/M & YOUTH COMPASS CARDS ELIGIBILITY & REQUIREMENTS

10.1 Eligibility

In order to be eligible to purchase discounted S/D/M Passes, passengers must present an S/D/M or person with disabilities Compass Card with integral photo identification or one of the valid identification cards listed in Sections 10.2 through 10.3.

10.2 Seniors

Seniors must provide a valid Medicare card, state-issued driver’s license, government-issued photo identification, or an S/D/M Compass Card with integral photo identification when paying a Cash Fare, purchasing a Senior Pass, or boarding a transit vehicle with a Senior Pass.

10.3 Persons with Disabilities & Medicare

10.3.1 Cash Fares

All persons with a valid MTS identification card, Medicare Card, NCTD disabled identification card, State of California Department of Motor Vehicles (DMV) disabled identification card, or DMV placard identification card shall be permitted to pay the S/D/M single cash fare.

10.3.2 Compass Cards

In order to receive a reduced fare Compass Card, a person with a disability must present for approval their completed application form and show a government issued photo identification card and original versions of at least one of the following (photocopies will not be accepted) at the time of submitting the application:

10.3.2.1 State of California Department of Motor Vehicles disabled identification card, (the white receipt from the DMV)

10.3.2.2 State of California Department of Motor Vehicles placard identification card
10.3.2.3 ADA Paratransit Identification Card

10.3.2.4 Certification on the application form by a Doctor or a qualified heath care professional or a statement from a physician or rehabilitation center (on original letterhead or prescription notepad with an original signature. In addition to the nature of the disability, the statement should identify whether it is permanent or temporary in nature

10.3.2.5 Individualized Education Program from school for disabled students

10.3.2.6 Current year Supplemental Security Income. (S.S.I.) or Social Security Administration (S.S.A.), or Social Security Disability Insurance (S.S.D.I.). award letter

10.3.2.7 Letter from the Epilepsy Foundation

10.3.2.8 Letter from the San Diego Center for the Blind

10.3.2.9 Letter from the San Diego Regional Center

10.3.2.10 Unexpired MTS or NCTD disabled identification card

10.4 Youth

Youth must provide on request valid school, college, or government-issued photo identification to establish eligibility for a Youth discount when boarding a transit vehicle with a Youth pass.

SECTION 11: ADA Paratransit

11.1 Fares

The Cash Fare for ADA Paratransit per ride for ADA Certified passengers for one complete trip, origin to destination regardless of any need to transfer between ADA transit operators or zones, shall be double the local fixed-route fare of the typical fixed-route service linking the origin and destination based on a determination by MTS or NCTD. Such determination must be made by calculating the regular fixed-route fare including transfers for a trip of similar length, at a similar time of day, on the transit operators fixed-route system.

All ADA prepaid fare media will only be good on the system for which it was created. ADA prepaid fare media may not be loaded onto a Compass Card.

One personal care attendant may ride free with each ADA passenger riding an ADA Paratransit or transit vehicle if requirement is identified on ADA certification.

11.2 ADA Transfers
There is no charge to transfer from any ADA service to any Local, Corridor or Regional bus or rail service.

A transfer slip or proof of fare payment will be issued by the driver of an MTS ADA Paratransit service to allow ADA passengers to transfer to regular transit services. Passengers transferring from LIFT to SPRINTER or BREEZE will not require any transfer slip or proof of payment.

Passengers transferring from any fixed-route service must pay a Supplement if the fare paid on the fixed-route service is less than the fare on the ADA Paratransit service they are boarding. The Supplement required will be the applicable ADA Paratransit Fare less the amount of any fare paid on the fixed-route service. Passengers transferring from fixed-route to ADA will only receive a transfer credit if the fare paid on the fixed-route service is a fare for which a paper transfer or proof of payment is issued. This includes single and return trip rail tickets, or Regional or Region Plus day passes. If a single trip Cash Fare is deposited into a fixed-route farebox without a proof of payment the ADA passenger will be required to pay the full fare when boarding a subsequent ADA vehicle as receipts are not issued for single trip Cash Fares deposited into the farebox.

One personal care attendant may ride free with each ADA passenger riding an ADA Paratransit or transit vehicle if requirement is identified on ADA certification.

SECTION 12: REGIONAL TICKET AND PASS ADMINISTRATION, REVENUE SHARING

Processes and rules regarding regional ticket and pass administration and revenue sharing may be the subject of one or more separate agreements between MTS and NCTD as they see fit.

12.1 Policy Manual

SANDAG shall prepare and maintain a Policy and Procedures Manual that identifies the roles, responsibilities and procedures that will be used to manage the printing, sales, revenue allocation and revenue collection for all pre-paid transit fare media. The Policy and Procedures Manual shall be reviewed and updated not less than once each year. The Manual shall cover the administration of printing, sales, boarding counts, revenue collection, and revenue allocation for fare products, including tickets, passes and tokens. The Manual does not apply to ADA transit operators.

12.2 SANDAG Responsibilities

SANDAG manages transit fares for the San Diego region. Pursuant to Board Policy No. 009 SANDAG complies with state and federal laws and regulations including the Americans with Disabilities Act of 1990 (ADA), Title VI of the Civil Rights Act of 1964 (Title VI) and other federal and state discrimination laws. SANDAG’s Third Party Complaint Procedures are available at www.sandag.org/legal and should be utilized in the event a person believes this Ordinance is being applied in a discriminatory manner. SANDAG is forbidden from operating transit services by state law. The transit operators are responsible for transit operations. Persons who believe they have been subjected to discrimination by a transit operator should contact the transit operator directly for assistance.
SANDAG shall:

12.2.1 Ensure that each transit operator submits monthly counts by category for all fare products subject to regional revenue distribution.

12.2.2 Distribute monthly the proportion of revenues from all regional fare media in accordance with Exhibit 1.

12.2.3 Prepare a yearly summary of passes, tokens, and ticket riders (by transit operator).

12.2.4 Fund and administer the design and printing of all regional passes, tokens, and tickets. The design of which shall be subject to approval by the transit operators.

12.2.5 Fund the regional prepaid fare program encompassing the distribution and sales reconciliation of all fare products subject to regional revenue distribution.

12.2.6 Prepare monthly summaries of TransNet local transportation sales tax subsidies for SIDM and Youth Passes, or any other local jurisdiction subsidy by the end of the month.

12.2.7 Prepare monthly summaries of regional fare products that include all ticket revenue distribution, including subsidies, and shall submit a copy of these data, SANDAG summary counts, and allocation percentages to each transit operator.

12.2.8 Keep a separate fund for all pass and ticket sales revenue received.

12.2.9 Distribute monthly, within ten working days from the first of the month, to each transit operator its portion of regional fare products in accordance with Exhibit 1.

12.2.10 Bill local jurisdictions monthly for any subsidy payments that may result from a reduced price Monthly Pass program established by that jurisdiction and apportion such revenue to the appropriate transit operators.

12.3 Vendor Commissions

SANDAG may at its discretion enter into commercial agreements for the sale of transit fare products by third parties and such agreement may allow the vendor to earn a commission on the sale of products. The commission paid to any vendor may not exceed an aggregate of five percent of total product sales.

SECTION 13: TRANSIT OPERATOR RESPONSIBILITIES

13.1 Each transit operator shall determine pass riders by category and a daily record shall be maintained and kept on file for a one-year period. Such records shall be made available to SANDAG at its request.
13.2 Each transit operator shall prepare a monthly summary of pass riders by category and route, where applicable, using the formula in Exhibit 1.

13.3 Each transit operator shall permit SANDAG to be the decision maker in case of questions regarding pass counts, and SANDAG shall justify its decision to the transit operator(s) in writing.

SECTION 134: EFFECTIVE DATE OF ORDINANCE OR AMENDMENTS

This Ordinance shall go into effect on August 25, 2014. January 20, 2012. Notwithstanding Board Policy No. 004, all amendments shall go into effect not less than fifteen-thirty days after the second reading and approval of the Board of Directors unless approved in accordance with Board Policy No. 004 as an urgency measure.

PASSED AND ADOPTED this 25th of July 2014. 16th of December 2011.

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.
STATE OF CALIFORNIA

COUNTY OF SAN DIEGO

I, Clerk of the Board of SANDAG, do hereby certify that the foregoing is a true copy of an Ordinance adopted by the SANDAG Board of Directors on 25th of July 2014 December 16, 2012, at the time and by the vote stated above, which said Ordinance is on file in the office of SANDAG.

DATED: ______________________________, 2014

________________________________________
Clerk of the Board

Exhibit 1

REVENUE SHARING AGREEMENTS
REGIONAL MONTHLY PASS
REVENUE ALLOCATION FORMULA

PROCEDURE DESCRIPTION

This formula shall be applied to all Regional Monthly Passes sold. The Premium Express passes are not part of the formula except that five percent of the total revenue from the Premium Express Passes is retained for the region and combined with the Regional Monthly Pass revenue. (The five percent rate represents the transfer rate on the Premium Express routes that accept the Premium Express passes. MTS keeps all the remaining Premium Express Pass revenue.) The base pass revenue is then allocated to each transit operator that accepts the Regional Monthly Pass based on the revenue the transit operator’s percentage of Regional Monthly Pass boardings for all adult passes.

PASS REVENUE ALLOCATION PROCEDURES

Step 1

1a. The total number of Regional Monthly Adult passes sold x current price + five percent of Premium Express Adult Monthly pass revenue = Monthly Pass base revenue.

1b. The total number of Regional Monthly Pass riders on all routes operated by transit operator “x” / the total number of Regional Monthly Pass riders on all routes operated by all transit operators = proportion of Regional Monthly Pass base revenue allocated to transit operator “x.”

1c. 1a x 1b = Current Price of Regional Monthly Pass base pass revenue allocated to transit operator “x.”

Step 2

2a. All Premium Express Monthly Pass revenue (minus the five percent included in the current Regional Monthly Pass base) is allocated to MTS.

Step 3

3. Any interest accrued by SANDAG as a result of the holding of Regional Monthly Pass revenues before allocation to the transit operators shall be paid to the operators.
REGULAR AND PREMIUM REGIONAL DAY PASS
REVENUE ALLOCATION FORMULA

PROCEDURE DESCRIPTION FOR REGIONAL DAY PASS

I. Applicability

This fare revenue allocation formula is applicable only to Regional Day Passes used by passengers that cross the boundary between the MTS and NCTD service areas. Regional Day Passes are passes that may be used on regular MTS and NCTD bus services (not Rural or Premium services), the SPRINT and the Trolley. When conducting the revenue allocation formula calculations SANDAG shall treat multiple day Regional Day Passes in the same manner as a single day Regional Day Pass. Each transit operator shall retain 100 percent of revenue earned from the sale of day passes used exclusively on services within their own service area.

II. Regional Day Passes

1. At least once every year SANDAG shall conduct a survey of Regional Day Pass use on bus routes that cross the transit service area boundary between MTS and NCTD. The survey shall be conducted during the school year. Each transit operator shall retain 100 percent of the revenue earned from the sale of Regional Day Passes within their service area onboard buses and at ticket vending machines unless the following conditions occur as determined by the SANDAG survey:

   a. The number of Regional Day Passes purchased in the NCTD service area and used on MTS services exceeds by more than ten percent the number of Regional Day Passes sold in the MTS service area and used on NCTD services; or

   b. The number of Regional Day Passes purchased in the MTS service area and used on NCTD services exceeds by more than ten percent the number of Regional Day Passes sold in the NCTD service area and used on MTS services; and

   c. If the ten percent margin is exceeded and there is a difference of more than 25 passes per weekday between the number of passes sold on each system, the revenue from the number of passes in the imbalance shall be shared equally between the two transit operators. The number of day passes used annually shall be calculated by SANDAG based on the ratio of Regional Day Passes to other fares and applied to the annual ridership of the services that cross the boundary between the MTS and NCTD transit service areas. If the ten percent margin is exceeded and there is a difference of less than 25 passes, then no revenue sharing shall be required.

   d. Any interest accrued by SANDAG as a result of the holding of Regional Day Pass revenues before allocation to the transit operators shall be paid to the operators.
PROCEDURE DESCRIPTION FOR REGIONAL PREMIUM-DAY-PASS

The total number of Premium-Day-Passes issued by MTS and NCTD shall be collected and verified.

Each boarding on a MTS bus or NCTD bus with a Premium Day Pass shall be recorded and the total number of boardings shall be reported to SANDAG.

A monthly survey of Trolley riders and a quarterly survey of SPRINTER riders shall be conducted using the statistical procedures developed by SANDAG. From this survey the monthly or quarterly number of Premium Day Pass passengers shall be determined.

The NCTD percentage share of Day Pass revenue shall be calculated by dividing the number of NCTD Premium Day Pass boardings by the total (MTS + NCTD) number of boardings each reporting period. The MTS percentage share of Day Pass revenue shall be calculated by dividing the number of MTS Premium Day Pass boardings by the total (MTS + NCTD) number of boardings each reporting period.

The total revenue from the distribution of all Premium Day Passes shall be determined by adding the revenue received from one day Premium Day Passes. The revenue allocation for MTS shall be the total revenue times the percentage of Premium-Day-Pass-Boardings on MTS. The revenue allocation for NCTD shall be the total revenue times the percentage of Premium-Day-Pass-Boardings on NCTD.

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

2. Any interest accrued by SANDAG as a result of the holding of Senior/Disabled/Medicare and Youth Pass revenues before allocation to the transit operators shall be paid to the operators.
JUROR PASS REVENUE SHARING

Revenues from the sale of Juror Passes shall be shared as provided in the Memorandum of Understanding for the Juror Pass Program among the courts, the transit operators, SANDAG, and sponsors.

Any interest accrued by SANDAG as a result of the holding of Juror Pass revenues before allocation to the transit operators shall be paid to the operators.
TOKEN PROGRAM

TOKEN REVENUE ALLOCATION

1. The monthly token boardings for all participating transit operators will be calculated by the actual tokens sold.

2. All tokens received will be reported to SANDAG monthly.

3. All token sales revenue will be remitted to SANDAG.

4. Transit operators shall sort tokens from other currency and deliver them in a sealed envelope to SANDAG on a monthly basis for reimbursement. The envelope should be marked on the outside with the transit operator name and the number of tokens enclosed. SANDAG will reimburse the transit operator for each token submitted based on the calculated value of each token at the time of sale using a first-in-first-out methodology. SANDAG will reimburse transit operators following submittal of tokens in the monthly distribution report.

5. Any interest accrued by SANDAG as a result of the holding of Token revenues before allocation to the transit operators shall be paid to the operators.
COASTER REVENUE SHARING AGREEMENT

Five percent of net COASTER Revenue, including single tickets, round-trip tickets, and Monthly Passes shall be allocated by NCTD to MTS.

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

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

Any interest accrued by SANDAG as a result of the holding of COASTER revenues before allocation to the transit operators shall be paid to the operators.
OVERVIEW OF PROPOSED 2014 TransNet BOND ISSUANCE

Introduction

On February 28, 2014, the Board of Directors approved the 2013 TransNet Plan of Finance update, which anticipated the issuance of up to $350 million in fixed-rate, tax-exempt municipal bonds to continue advancing the TransNet Early Action Program (EAP). Staff will provide an overview of the proposed strategy and financing schedule for the planned 2014 bond issuance.

Discussion

To carry out the Board’s direction to continue implementation of the TransNet EAP, SANDAG would need to return to the bond market during late summer or early fall of 2014 to issue up to $350 million in long-term, fixed-rate, tax-exempt bonds. With the assistance of the financial advisor to SANDAG, Public Financial Management (PFM), staff has competitively procured the services of an external team of investment banking firms, bond counsel, and disclosure counsel to assist with the 2014 bond transaction. SANDAG staff and the external team are currently drafting the appropriate bond documents to be brought back for Board review and approval next month. SANDAG staff also has reached out to all member agencies to let them know that if they have local street improvement projects that are eligible for TransNet funding, and they wish to accelerate the funding and implementation of those projects, they may elect to participate in the bond issue.

The memorandum from PFM (Attachment 1) provides further detail regarding the proposed 2014 bond issuance.

Next Steps

Presentation of final bond documents associated with the issuance of $350 million in new bonding is scheduled for the July meetings of the Transportation Committee and Board of Directors. Closing of the 2014 transaction is scheduled for September 2014.

GARY L. GALLEGOS
Executive Director


Key Staff Contacts:  André Douzdjian, (619) 699-6931, andre.douzdjian@sandag.org
Marney Cox, (619) 699-1930, marney.cox@sandag.org
Memorandum

To: SANDAG Board of Directors

From: Peter Shellenberger, Public Financial Management, Inc.
Rian Irani, Public Financial Management, Inc.
Vanessa Kwong, Public Financial Management, Inc.

Re: Update on Proposed 2014 Bond Financing

INTRODUCTION
Public Financial Management (“PFM”), as the financial advisor to SANDAG, has worked with SANDAG staff to provide an update on the 2014 bond financing. As outlined in the latest plan of finance, SANDAG needs new money proceeds of approximately $350 million to fund the Mid-Coast Corridor Project and several other capital projects in the TransNet Early Action Program (“EAP”) through the next two to three years. SANDAG has exhausted the proceeds from the 2012 bond financing and may be drawing on its Commercial Paper to finance project costs until the proceeds from the 2014 financing are received. As such, part of the 2014 bond proceeds may be used to take out the outstanding Commercial Paper.

The proposed 2014 financing will consist of traditional tax-exempt, long-term, fixed-rate bonds and will be issued in the August/September timeframe amid what is anticipated to be a continued low interest rate environment. Presented below are a brief market overview and an update on the anticipated financing.

MARKET UPDATE
For the purpose of tracking municipal interest rates over time, we use the AAA Municipal Market Data Index (“AAA MMD”), which serves as the benchmark against which most tax-exempt, fixed-rate transactions are priced. The chart below tracks the 30-year maturity over the past ten years. The current market provides a favorable borrowing environment amid continued global and domestic volatility, and advantageous municipal market supply/demand.
As shown in the chart above tax-exempt interest rates remain at historically attractive levels and have declined so far this year. The current 30-year AAA MMD yield is 3.38%. This level is almost 0.80% below its ten-year average and only 0.24% higher than where the rate was when the 2012 bonds were sold.

**OVERVIEW OF SERIES 2014 FINANCING**

After a comprehensive underwriter selection process that included RFP and interview stages, SANDAG has chosen its banking team for the Series 2014 financing. SANDAG, its financial advisor, banking team, and legal team met on June 11, 2014, to kick-off the Series 2014 financing and discuss several considerations related to it.

**Size and Structure:** As mentioned earlier, the approximately $350 million new money Series 2014 borrowing is being undertaken in order to continue funding the TransNet EAP for the next couple of years. The bonds are proposed to be sold as traditional tax-exempt, fixed-rate bonds, taking advantage of the low long-term fixed rates in the current market. The current expectation is that the bonds will be structured with a final maturity of 2048 – consistent with the final maturity on the Series 2012 bonds – and the debt service structure will be layered on top of the existing debt service in a “level” manner, to maintain overall level aggregate debt service through FY 2048. The bonds will be sold with a call feature, allowing SANDAG to call and restructure the bonds, at par, after a certain number of years (traditionally ten, but the financing team will evaluate shorter call options). Similar to the Series 2012 bonds, the Series 2014 bonds are proposed to be issued without a Debt Service Reserve Fund, which frees up more proceeds for capital projects and provides an economic benefit by reducing the needed borrowing amount.

The financing team will continue to work with SANDAG as we approach pricing to refine the amount of proceeds required to be generated and evaluate any structural adjustments that would benefit SANDAG. The size and structure described above is what is currently anticipated, but is subject to change.

**Rating Agency Strategy:** SANDAG maintains strong credit ratings: AAA from Standard & Poor’s and Aa2 from Moody’s Investors Service. It is widely accepted that among the three rating agencies, the third being Fitch Ratings, Moody’s takes the least favorable view of self-help county credits with S&P being the most bullish on the sector.

After several discussions strategizing on the approach SANDAG should take toward the rating agencies the following strategy has been determined:

- Approach S&P for a rating
- Approach Fitch for a “verbal indication” at no cost to SANDAG. Upon receiving what is widely expected to be a favorable indication, advance to a confidential rating and then a public rating
- As a result of the prevailing view of Moody’s relative to S&P and Fitch, do not request a rating from them, but provide updates and documents as a matter of courtesy since they will continue to maintain a rating on the previously issued SANDAG bonds

This approach has successful precedents. There will be no pricing penalty from not utilizing the Moody’s rating and obtaining a Fitch rating for this transaction – investors are expected to be comfortable with this approach since SANDAG has a legitimate and strong business rationale behind it and will not be seen as simply “rating shopping.” Stepping away from Moody’s at this juncture also positions SANDAG well for the future.

**Documents and Schedule:** The SANDAG legal team has started drafting the documents in connection with Series 2014 financing. These include: the Fifth Supplemental Indenture, Resolution, Preliminary Official Statement, and Bond Purchase Agreement. These documents will be presented for Board approval at the July 25, 2014, Board meeting.

Following Board approval and upon receipt of the ratings, SANDAG and its financing team will release the Preliminary Official Statement and embark on a marketing strategy prior to pricing the bonds. The current schedule has pricing slated for mid-August with the closing in early September; however, the financing team will continuously evaluate market conditions and will remain flexible with respect to when to enter the market.
**Summary:** The currently estimated True Interest Cost (TIC) is approximately 4.13% in today’s market. Annual debt service will increase from $63 million to $84 million with the additional $350 million of bonds. FY 2014 sales tax revenue was $260 million, resulting in estimated annual debt service coverage of 3.1 times. This strong debt service coverage should continue to support high credit ratings for SANDAG.

![Preliminary Indicative Aggregate Debt Service Profile](chart.png)

**Conclusion**
The market continues to present an attractive cost of borrowing for the $350 million new money bonds required to fund the TransNet EAP. We hope that you find this update informative and we would be pleased to answer any questions you may have. If you have any questions regarding this analysis please contact Peter Shellenberger at (415) 982-5544.
Introduction

The Independent Taxpayer Oversight Committee (ITOC) was established to provide an enhanced level of accountability for expenditures made under the TransNet Extension Ordinance and Expenditure Plan. The role of the ITOC is to ensure that voter-approved mandates of the TransNet Extension Ordinance are carried out and to recommend improvements and enhancements to the financial integrity and performance of the TransNet Program. ITOC Chair Jonathan Tibbitts will present the annual ITOC report to the Board of Directors.

Discussion

The ITOC provides annual reports to the Board of Directors on the TransNet Program. The 2014 ITOC Annual Report (Attachment 1) highlights the progress made during July 1, 2013, to June 30, 2014, and summarizes key ITOC activities and recommendations in support of the TransNet Program. The report includes a summary of the results from the FY 2013 TransNet fiscal and compliance audits conducted by the ITOC.

GARY L. GALLEGOS
Executive Director

Attachment: 1. 2014 ITOC Annual Report

Key Staff Contact: Ariana zur Nieden, (619) 699-6961, ariana.zurnieden@sandag.org
Established as a condition of the 2004 TransNet Extension Ordinance, the Independent Taxpayer Oversight Committee (ITOC) monitors the expenditure of TransNet funds, the voter approved half-cent sales tax for transportation improvements in the San Diego region. The Committee helps ensure that all voter mandates are carried out and develops recommendations for improving the financial integrity and performance of the TransNet program.

In 2004, 67 percent of the region’s voters supported the extension of TransNet from 2008 to 2048 – which is expected to generate $14 billion to be distributed among transit, highway, and local road projects. SANDAG administers the TransNet half-cent sales tax.

TransNet is helping to fund major highway projects along Interstates 5, 8, 15, and 805 as well as State Routes 11, 52, 54, 56, 67, 75, 76, 78, 94, 125, and 905. It supports improvements to the public transportation system, including new Rapid bus services and high occupancy vehicle lanes and Express Lanes along many of the major corridors. TransNet funds also help pay for discounted transit passes for seniors, persons with disabilities, and youth. In addition, the TransNet Extension Ordinance includes the $850 million Environmental Mitigation Program, and the $280 million Smart Growth Incentive Program. Under the Bicycle, Pedestrian, and Neighborhood Safety Program, two percent of the available funds are earmarked annually for bicycle paths and facilities, pedestrian improvements, and neighborhood safety projects.

**TROLLEY RENEWAL**

Work on the final phase of the $660-million project to modernize the entire San Diego Trolley system and expand freight capacity continued through 2014 and is expected to be completed in late 2015. Blue Line stations, tracks and grade crossings are being refurbished from Barrio Logan to San Ysidro. Station upgrades include new shelters, next arrival signs, enhanced lighting, security cameras, and other amenities. In addition, the Blue Line will be upgraded with the same low-floor vehicles that run on the Orange and Green lines.

**LOSSAN**

Along the LOSSAN (Los Angeles-San Diego-San Luis Obispo) coastal rail corridor between Oceanside and Downtown San Diego, construction is ongoing to increase both passenger and freight capacity by adding a second main line track. To date, half of the rail corridor has been double tracked, with about 20 projects in design or under construction. Other improvements in development include bridge and track replacements, new station platforms, and pedestrian rail undercrossings. In the first quarter of 2014, construction began on the Sorrento Valley Double Track Project and San Onofre to Pulgas Double Track Project.

**SR 76**

The first phase of the SR 76 East Segment Project, which consists of rebuilding the SR 76/I-15 interchange, was completed in summer 2013. The second phase of the project to widen and realign SR 76 to a four-lane highway from just east of South Mission Road to the newly improved interchange is expected to begin in summer 2014.
ITOC Activities for Fiscal Year 2014

The ITOC reviewed and advised on many key TransNet-supported programs during the July 1, 2013, to June 30, 2014, fiscal year, including:

- Conducted the FY 2013 TransNet Fiscal and Compliance Audits
- Reviewed implementation of the recommendations from the FY 2012 TransNet Triennial Performance Audit (covering fiscal years 2009 to 2011), including implementation of Local Street and Road program recommendations, and selected an independent auditing firm for the upcoming FY 2015 TransNet Triennial Performance Audit (covering fiscal years 2012 to 2014)
- Reviewed the Regional Transportation Improvement Program and its amendments
- Continued to oversee the Environmental Mitigation Program (EMP), including review of the EMP Regional Management Strategic Plan, EMP funding recommendations, proposed grant amendments, progress reports, acquisition of new parcels, and habitat management and monitoring activities
- Continued to review funding recommendations, progress reports, proposed grant amendments, and performance for the TransNet Senior Mini-Grant, Smart Growth Incentive, and Active Transportation Grant programs
- Continued to receive regular updates on the status of financial markets, the state and federal budgets, and potential impacts to the TransNet program, as well as the performance of the TransNet debt program
- Reviewed TransNet FY 2014 revenue revisions and FY 2015 to FY 2019 revenue estimates
- Recommended approval of the 2013 TransNet Plan of Finance
- Reviewed quarterly financial reports and other financial data
- Reviewed the TransNet Regional Bike Early Action Program
- Accepted the annual Regional Transportation Congestion Improvement Program (RTCIP) submittals from local jurisdictions, and reviewed the annual RTCIP fee adjustment
- Continued reviewing regular reports on the use of TransNet local street and road funds for each jurisdiction, including the City of San Diego Transportation Capital Improvement Program streamlining plan; ITOC continues to review efforts by the cities to ensure effective project delivery
- Reviewed a performance update for the North County Transit District
- Recommended Board approval of a City of Del Mar request to use the SANDAG Commercial Paper Program
- Reviewed the proposed transportation project evaluation criteria and network performance measures for San Diego Forward: The Regional Plan
- Recommended an annual ITOC operating budget for FY 2015; ITOC continued operating under budget during the year
- Reviewed the proposed FY 2015 budget for the TransNet Early Action Program
- Reviewed the 2013 State of the Commute report
- Reviewed progress reports on the TransNet program, including I-5, I-805, Trolley Renewal, and Mid-Coast, among others
Mid-Coast Trolley Extension

Progress continues on the extension of the Trolley from Old Town to University City. In November 2013, the SANDAG Board decided to add a station at the VA Medical Center for a total of nine stations. The environmental report for the project is expected to be certified in 2014.

TransNet Progress in FY 2014

The SANDAG Board of Directors is responsible for selecting and prioritizing the timing of TransNet projects. The role of the ITOC is to ensure that the projects carried out as a result of SANDAG Board actions meet the requirements of the TransNet Extension Ordinance. Billions of dollars in TransNet funding are being administered by SANDAG to improve and better manage our regional transit system, well-traveled highways, local streets and roads, and bicycle and pedestrian facilities. These funds are leveraged with state and federal dollars to maximize the effectiveness of transportation funding. In 2014, TransNet celebrated 25 years of keeping San Diego moving.

Bike/Pedestrian Enhancements

In September 2013, the SANDAG Board allocated $200 million in TransNet revenues to significantly expand the regional bike network over the next decade. The Regional Bike Early Action Program (EAP) comprises 42 projects totaling about 77 miles of new bikeways that would make it much easier for people to ride their bike to school, work, transit stations, and other major destinations. The first Bike EAP project - a 2,000-foot segment of the Coastal Rail Trail - opened in Oceanside in April 2014.

Superloop

Four new SuperLoop stations were completed in September 2013 at UC San Diego on the east and west sides of Medical Center Drive, and the north and south sides of Voigt Drive near Scripps Memorial Hospital. In addition, new traffic signals were installed on Voigt Drive at Scripps Hospital and on Gilman Drive to incorporate transit signal priority so SuperLoop buses can move through traffic more efficiently. A transit center that will accommodate MTS and NCTD buses, and two additional SuperLoop stations, will be under construction on the UC San Diego campus starting summer 2014.

I-805 South

In March 2014, eight miles of new carpool lanes on I-805 between East Naples Street in Chula Vista and SR 94 in San Diego opened to traffic. Construction continues on the north-facing Direct Access Ramp at Palomar Street and is scheduled to open to the public in December 2014.

I-805 North

In March 2014, the north-facing Carroll Canyon Road Direct Access Ramp opened in the Sorrento Valley area, along with two miles of new carpool lanes, to complete a continuous 10-mile carpool lane system from Carroll Canyon Road on I-805 to Manchester Avenue on I-5.
Rapid Transit

Three transit stations along the I-15 have been renovated in preparation for the launch of Rapid bus services from Escondido to Downtown San Diego starting in June 2014, and from Rancho Bernardo to UC San Diego via Sorrento Mesa starting in August/September 2014.

In March 2014, the Sabre Springs/Peñasquitos Transit Station reopened with a new parking garage that features electric vehicle charging stations, a bike parking building, and other innovative amenities. A year earlier, upgrades to the Rancho Bernardo and Del Lago transit stations were completed.

Also scheduled to go into service in 2014 is Mid-City Rapid, which will run between San Diego State University and downtown. Construction of upgraded stations, signage, and an exclusive guideway began in July 2013 and is expected to be finished in summer 2014.

A fourth Rapid bus line connecting the Otay Mesa border crossing with downtown via eastern Chula Vista is moving closer to construction. The SANDAG Board adopted the route and the environmental document for the South Bay Rapid line in July 2013. Construction of the first segment could begin as early as 2014, and service is expected to start in late 2016.

Smart Growth

To date, more than $25 million has been generated for the TransNet Smart Growth Incentive Program. The funds are used to provide grants to municipalities for compact, transit-oriented development. For example, thanks to a smart growth grant, Lemon Grove’s Main Street Promenade opened in fall 2013. Located next to a bustling Trolley station and a mixed-use development, the promenade features a plaza, park, playground, amphitheater, and mosaic art.

Habitat Conservation

The TransNet extension created the Environmental Mitigation Program (EMP) to protect, preserve, and restore native habitats as offsets to disturbance caused by transportation projects. Since 2008, about $100 million has been spent to conserve 3,334 acres of open space countywide for mitigation purposes. In addition, 70 grants have been distributed to support land management activities, such as invasive plant removal, trail maintenance, and fencing projects.
FY 2013 TransNet Annual Fiscal and Compliance Audit

The TransNet Extension Ordinance requires recipients of TransNet funds to comply with the requirements for an independent annual fiscal and compliance audit. The ITOC is responsible for issuing an annual audit statement on each jurisdiction’s compliance with this requirement. The audit report for the year ending June 30, 2013, is available on the SANDAG website at sandag.org/itoc.

Recipient agencies were in compliance with the major TransNet provisions. The annual audit report noted the following key results:

- As required by SANDAG Board Policy No. 031, each recipient agency accounted for TransNet activities in a separate fund, or via an alternative method, as approved by SANDAG.
- SANDAG appropriately allocated TransNet revenues to local jurisdictions – at least 70 percent for congestion relief purposes and no more than 30 percent for maintenance purposes – in accordance with the TransNet Extension Ordinance.

FY 2013 was the fifth year recipient agencies were required to comply with the agreed-upon procedures under the TransNet Extension Ordinance. Based upon results of the procedures performed, the report also noted the following:

- Revenues for each recipient agency were recorded. Expenditures claimed by all recipient agencies, with the exception of the City of Escondido, were allowable in accordance with the TransNet Ordinance, TransNet Extension Ordinance, and SANDAG Board Policy No. 031. Escondido corrected ineligible costs ensuring that only allowable expenditures are charged to TransNet, as noted in its management response.
- All recipient agencies were in compliance with the Maintenance of Effort (MOE) requirements, with the exception of the City of Vista, ensuring that TransNet revenues were used to augment, not supplant local revenues; the SANDAG Board of Directors approved allowing Vista to meet its MOE requirement over a two-year period, as permitted by the TransNet Extension Ordinance.
- The SANDAG Board of Directors approved allowing the City of Oceanside to meet a prior year MOE shortfall in accordance with the TransNet Extension Ordinance. This year, Oceanside resolved this shortfall.
- All reporting agencies, with the exception of the cities of Chula Vista, Imperial Beach, National City, and Oceanside were in compliance with Board Policy No. 031, Rule #17, Section IV, requiring TransNet recipient agencies to maintain a fund balance of no more than 30 percent of its annual apportionment. The intent of this Board Policy requirement was reviewed as part of the FY 2012 TransNet Triennial Performance Audit. This year, the ITOC implemented additional effective measures to track local agency use of TransNet funds.
- Revenue collected by all recipient agencies under the Regional Transportation Congestion Improvement Program was in compliance with Section 9 (a) of the TransNet Extension Ordinance and SANDAG Board Policy No. 031, with the exception of the cities of La Mesa and National City, which collected less than the minimum amount. La Mesa and National City corrected their shortfall, as noted in their management responses.
- North County Transit District and the Metropolitan Transit System were not in compliance with the operator eligibility requirements. The SANDAG Board of Directors approved an adjustment to both transit operators’ annual calculation as allowed in the TransNet Extension Ordinance thereby rendering them in compliance.

The FY 2013 audit results for the Local Street Improvement and MOE requirements are highlighted in the charts on the following pages.
Compliance with Allocation of Local Street Improvements Revenues

The TransNet Extension Ordinance requires at least 70 percent of the revenues provided for local street and road purposes to be used for congestion relief purposes and no more than 30 percent for maintenance purposes. The FY 2013 audits found that SANDAG appropriately allocated TransNet revenues to local jurisdictions – at least 70 percent for congestion relief and no more than 30 percent for maintenance purposes – in accordance with the TransNet Extension Ordinance.

<table>
<thead>
<tr>
<th>Recipient Agency</th>
<th>Allocation of Sales Tax Revenues Received</th>
<th>70% Congestion Relief Allocated</th>
<th>30% Maintenance Allocated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>$2,399,285</td>
<td>$1,679,500</td>
<td>$719,786</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>$4,792,310</td>
<td>$3,354,617</td>
<td>$1,437,693</td>
</tr>
<tr>
<td>Coronado</td>
<td>$518,566</td>
<td>$362,996</td>
<td>$155,570</td>
</tr>
<tr>
<td>Del Mar</td>
<td>$183,934</td>
<td>$128,754</td>
<td>$55,180</td>
</tr>
<tr>
<td>El Cajon</td>
<td>$2,047,123</td>
<td>$1,432,986</td>
<td>$614,137</td>
</tr>
<tr>
<td>Encinitas</td>
<td>$1,467,349</td>
<td>$1,027,144</td>
<td>$440,205</td>
</tr>
<tr>
<td>Escondido</td>
<td>$3,045,755</td>
<td>$2,132,029</td>
<td>$913,727</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>$629,099</td>
<td>$440,370</td>
<td>$188,730</td>
</tr>
<tr>
<td>La Mesa</td>
<td>$1,335,461</td>
<td>$934,823</td>
<td>$400,638</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>$615,925</td>
<td>$431,147</td>
<td>$184,777</td>
</tr>
<tr>
<td>National City</td>
<td>$1,176,296</td>
<td>$823,407</td>
<td>$352,889</td>
</tr>
<tr>
<td>Oceanside</td>
<td>$4,087,742</td>
<td>$2,861,420</td>
<td>$1,226,323</td>
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<tr>
<td>Poway</td>
<td>$1,336,103</td>
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<tr>
<td>San Diego, City</td>
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<td>$19,423,005</td>
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<tr>
<td>San Marcos</td>
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<td>$1,240,149</td>
<td>$531,492</td>
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<tr>
<td>Santee</td>
<td>$1,282,925</td>
<td>$898,047</td>
<td>$384,877</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>$390,703</td>
<td>$273,492</td>
<td>$117,211</td>
</tr>
<tr>
<td>Vista</td>
<td>$1,964,450</td>
<td>$1,375,115</td>
<td>$589,335</td>
</tr>
<tr>
<td>San Diego, County</td>
<td>$12,991,298</td>
<td>$9,093,909</td>
<td>$3,897,389</td>
</tr>
</tbody>
</table>

Source: FY 2013 TransNet Fiscal and Compliance Audit
Compliance with the Maintenance of Effort Requirement

The TransNet Extension Ordinance includes a Maintenance of Effort requirement to ensure that TransNet revenues are used to augment, not supplant, existing local funding. TransNet funds are used to leverage other revenues available for local street and road improvements – making the most of every TransNet dollar.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>In Compliance</th>
<th>Streets and Roads</th>
<th>Specialized Transportation Services (1)</th>
<th>Transit Bus Subsidies (1)</th>
<th>Deficit Amount</th>
<th>In Compliance</th>
<th>Deficit Amount</th>
<th>In Compliance</th>
<th>Deficit Amount</th>
<th>In Compliance</th>
<th>Deficit Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>Yes</td>
<td>$5,564,996</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Yes</td>
<td>N/A</td>
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<td>N/A</td>
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<tr>
<td>Chula Vista</td>
<td>Yes</td>
<td>$3,749,587</td>
<td>N/A</td>
<td>N/A</td>
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<td>N/A</td>
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<tr>
<td>Coronado</td>
<td>Yes</td>
<td>$778,768</td>
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<td>N/A</td>
<td>N/A</td>
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<td>N/A</td>
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<tr>
<td>Del Mar</td>
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<td>Escondido</td>
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<td>La Mesa</td>
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<td>$1,738,723</td>
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<tr>
<td>Lemon Grove</td>
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<td>National City</td>
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<td>$2,638,484</td>
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<td>$4,323,369</td>
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<td>Santee</td>
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<td>Solana Beach</td>
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<td>Yes</td>
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<tr>
<td>Vista</td>
<td>No*</td>
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<td>N/A</td>
<td>Yes</td>
<td>N/A</td>
<td>Yes</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Source: FY 2013 TransNet Fiscal and Compliance Audit

Yes = In Compliance  •  No = Not in compliance  •  N/A = Not applicable

*Results: There was one instance of non-compliance for the year ending June 30, 2013. The SANDAG Board of Directors approved the City of Vista request to meet its MOE requirement over a two-year period in accordance with TransNet Extension Ordinance requirements. The City of Oceanside had an outstanding unmet MOE requirement for the year ending June 30, 2010, in the amount of $1,310,184. The City of Oceanside had committed to eliminating its unmet MOE by June 30, 2013. The unmet MOE deficit for the City of Oceanside was reduced to $728,867 as of June 30, 2011; and $302,594 as of June 30, 2012. As of June 30, 2013, the City of Oceanside had resolved the issue and eliminated the unmet MOE. In addition, the City of Del Mar had an outstanding unmet requirement for the year ended June 30, 2011, which was resolved during the year ended June 30, 2012.

Note 1 - The MOE categories were determined with the initial MOE audit. If a jurisdiction had activity during the MOE base years in any of the three categories, then their MOE requirement will always include those categories and will be re-indexed every three years.

Note 2 - The County does not have discretionary expenditures or projects that can be reported under the MOE.
Future ITOC Activities

Many of the projects and initiatives addressed by the ITOC during FY 2014 will continue in the coming year. This includes continued implementation of the TransNet Early Action Program (EAP), continued implementation of recommendations from the second triennial performance audit, and completion of the FY 2014 annual fiscal and compliance audits. The ITOC also will conduct the FY 2015 performance audit (third audit) and will continue supporting progress on the EAP and reviewing the agency’s work preparing additional “shovel-ready” projects for future funding opportunities.

Future Challenges

SANDAG has seen growth in sales tax revenues consistent with expectations that revenue increases would occur as the economy begins to experience job growth, which has occurred nationwide and locally. However, the economy still faces challenges over the next couple of years. FY 2014 TransNet revenues are projected to be five percent higher than actual FY 2013 revenues. Although the outlook for future sales tax revenue has improved, the economic turnaround has been slow and sporadic. The ITOC continues to closely monitor the latest developments in the financial markets and the economy to minimize possible impacts to the TransNet program. A modest four percent increase in TransNet revenue is projected in FY 2015.

How can you get involved?

The ITOC is made up of citizens with selected expertise to provide effective oversight to protect the substantial investment the region has made in our transportation system.

Citizens can receive real-time information on TransNet projects and programs on KeepSanDiegoMoving.com. Through this website, visitors can access the TransNet Dashboard, which lists detailed project descriptions, updated schedules, and budgetary information for the region’s major transportation corridors.

ITOC information also is available by visiting the SANDAG website at sandag.org/transnet. Here you will find key documents related to the TransNet Extension Ordinance and a listing of past and upcoming agendas for all ITOC meetings. The ITOC meets on a regular basis, usually every second Wednesday of the month at 9:30 a.m. The meetings are held at SANDAG offices at 401 B Street, Suite 800, San Diego, CA 92101, and all meeting agendas are posted to the website. Attendance by the public is welcomed and encouraged!

Inquiries to the ITOC can be directed to itoc@sandag.org. Any persons interested in serving on the committee, as vacancies occur, are encouraged to use this same contact to request being placed on the vacancy notification list.
PROPOSED MIXED-USE DEVELOPMENT OF
BUS LAYOVER FACILITY AND SANDAG OFFICE SPACE

Introduction

In June of last year the Board of Directors provided direction to staff to continue exploring the feasibility of combining the proposed bus layover project with an office tower. Several items have been reviewed as a result of this direction, and the Board of Directors is asked to discuss these results, and if appropriate, direct staff on any potential next steps.

Discussion

The financial feasibility analysis that was presented to the Board last year represented a spectrum of three options ranging in size and project uses. The analysis showed that for each option SANDAG would spend less on office space needs by building and owning a mixed-use facility. Since that report was completed, several activities and analyses have been conducted to help determine a “specific mixed-use option” and financing mechanism:

1) In fall 2013, a real estate developer “roundtable” was conducted, whereby industry experts, developers, and relevant public agencies were invited to discuss the pros and cons of a mixed-use office tower and bus layover development. Feedback was positive regarding the feasibility of such a project, and during the meeting suggestions were offered about structuring a Request for Qualifications/Proposal (RFQ/P) solicitation, how to potentially finance the endeavor, and the timing that would be needed to complete the project.

2) Detailed design plans have been further developed with respect to the bus layover facility, particularly regarding the ingress and egress of the buses. Many options were considered and four configuration options were narrowed down that could be applied to any typical downtown San Diego city block. Depending upon the site selected, additional refinement would be required.

3) A scope of work to conduct a scenario analysis has been completed, which is intended to narrow the scope of potential sites that would be analyzed in an Environmental Impact Report (EIR). The EIR would then inform the public and the Board of Directors of potential environmental impacts that could result from implementing the project. The EIR would examine
a reasonable range of alternatives and identify measures to mitigate the impacts of the selected alternative.

During the development of this scope of work to determine which sites could be available for building the mixed use project, it recently came to staff’s attention that there may be an opportunity to work with the County of San Diego in the development of an office tower. Based on preliminary information regarding the County’s needs for approximately 120,000 square feet of office space, it may be possible to jointly develop this project on County-owned land. Further analysis would be required to determine compatibility and potential next steps.

4) Staff has also identified several potential financing options one of which is a long established tax-exempt financing mechanism that offers some potential benefits. Bonds could be issued by a nonprofit corporation on behalf of SANDAG that would then be repaid using the funds that would have been used to make the lease payments for its office space. Title to the property would transfer to SANDAG when the bonds are retired without any additional consideration. Staff is continuing to evaluate options by talking with the SANDAG financial advisor and contacting public agencies that have used these financing mechanisms for similar purposes.

Based on the results of these activities, it appears that combining the bus layover and office tower continues to be a feasible project. The next steps would involve conducting the scenario analysis and EIR, soliciting for a real estate developer, and refining options to be considered for financing the project.

Next Steps

Staff seeks direction and input regarding whether to move forward with the scenario analysis and EIR to determine a site for the combined bus layover and SANDAG office space tower, to formally explore the potential to combine the needs of SANDAG with the County’s, or both. Next steps related to the environmental analyses would require a budget amendment in the amount of $400,000 ($100,000 for the scenario analysis and up to $300,000 for the EIR). Combining these phases would take approximately a year and a half to complete.

In the meantime, the Metropolitan Transit System has been developing interim solutions for the layover of buses. Several privately owned parking facilities have been contacted and discussions are ongoing regarding this option. At this time the buses continue to utilize city streets until an alternative becomes available.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Laura Coté, (619) 699-6947, laura.cote@sandag.org
2014 Summer Preparedness

Jim Avery
Senior Vice President, Power Supply
San Diego Gas & Electric Co.

2014 SDG&E Summer Outlook
Executive Summary

- SDG&E has taken the necessary steps to ensure that the CAISO can serve all of SDG&E’s customers during the Summer Peak Season.
- SDG&E has approximately 78 MW of additional reserves through Demand Response Initiatives.
- SDG&E’s projected peak demand is:
  - Approximately 4,700 MW under normal weather conditions
  - Approximately 5,300 MW under adverse weather conditions
- More than 1,000 MW of renewable energy being delivered over the Sunrise Powerlink, increasing reliability.
- SDG&E and SCE have completed several transmission upgrade projects that have strengthened the system.
### 2014 SDG&E Summer Outlook
#### Capacity in our System

<table>
<thead>
<tr>
<th>Description</th>
<th>MW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Load Forecast (1-in-10 CEC Forecast)</td>
<td>5298</td>
</tr>
<tr>
<td>Local Area Generation Resources</td>
<td>3117</td>
</tr>
<tr>
<td>Transmission Import Capability with all lines in service*</td>
<td>3500</td>
</tr>
<tr>
<td>Total Supply Capability</td>
<td>6617</td>
</tr>
<tr>
<td>Reserves (Supply Minus Load)</td>
<td>1319</td>
</tr>
<tr>
<td>Must Prepare for the Largest Single Contingency** (N-1 of Sunrise or SWPL)</td>
<td>-800</td>
</tr>
<tr>
<td>Supply After the Largest Single Contingency</td>
<td>5817</td>
</tr>
<tr>
<td>Demand Response (Approximate)</td>
<td>78</td>
</tr>
<tr>
<td>Margin after Demand Response</td>
<td>597</td>
</tr>
</tbody>
</table>

*Huntington Beach units 1 & 2 and both synchronous condensers running
**Post contingency-operate to SOL of 2700MW import capability

### 2014 SDG&E Summer Outlook
#### Solar Production

![Average Residential Solar Customer](chart.png)

- Chart showing average residential solar customer usage over a 24-hour period.
2014 SDG&E Summer Outlook
Infrastructure Enhancements

- East County Project (ECO) – Expected by June 2014
- Fanita Junction 230kV Project – Expected by May 2014
- Talega two new 100 MVAR Capacitors – Expected by June 2014
- Over 1000 MW of new wind and solar power plants on-line in the Imperial Valley – Expected by June 2014
- SCE’s Second 500 kV transmission line from Colorado River to Devers

2014 SDG&E Summer Outlook
Hot and/or High Risk Days

- Historically, the peak electric demand in San Diego occurs in late August to early September.
- San Diego normally gets 2-3 heat waves each summer, lasting about 3-5 days.
- San Diego has experienced average summer conditions over the past three years. However, the National Weather Service is forecasting a warmer than average summer this year by approximately 2-4 degrees.
- We partner with the CAISO for operational purposes. Their ability to serve loads can be challenged due to various issues including the loss of a major plant or transmission line, or other issues.
2014 SDG&E Summer Outlook
Safety Net & Demand Response

- SDG&E's ongoing efforts to plan for abnormal weather conditions or constraints on the system have led to the creation of a "Safety Net".
- A “Safety Net” is a special automatic protection scheme that is installed in substations and is designed to protect the electric grid from a total collapse in the event certain unanticipated or very unique/low probability conditions occur.

<table>
<thead>
<tr>
<th>Program Type</th>
<th>Program</th>
<th>Forecasted Load Reduction (MW)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing DR</td>
<td>Critical Peak Pricing, Capacity Building, Summer Saver, Demand Bidding and Reduce Your Use</td>
<td>70</td>
</tr>
<tr>
<td>Total Existing DR</td>
<td></td>
<td>70</td>
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<tr>
<td>New DR Program</td>
<td>Small Customer Technology Deployment</td>
<td>3</td>
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<tr>
<td>New DR Program</td>
<td>Business Customer PCT Deployment</td>
<td>3</td>
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<tr>
<td>New Rates with Event Component</td>
<td>Time of Use Rate Plus (Residential)</td>
<td>1.5</td>
</tr>
<tr>
<td>New Rates with Event Component</td>
<td>Time of Use Rate Plus (Business)</td>
<td>.5</td>
</tr>
<tr>
<td>Total DR (New and Existing)</td>
<td></td>
<td>78</td>
</tr>
</tbody>
</table>

2014 SDG&E Summer Outlook
Enhanced Readiness

- SDG&E owns and operates 149 weather stations making it the largest utility weather network in the world.
- SDG&E has installed 6 Weather cameras that are designed to monitor weather, flying debris and impacts to structures and vegetation.
- The weather system provides:
  - Enhanced situational awareness, and
  - Supports forecasting, operational decisions and research
- Information from the weather system is made available to the NWS, local universities and the public.
2014 SDG&E Summer Outlook
Enhanced Readiness

- Erickson Air-Crane Available September 1-November 30 w/ Option to Extend
- Up to Eight Fully Trained Fire Prevention Teams
- In Partnership w/ Cal Fire & SD County Aerial Infrared Camera
- UCSD/SDSU/Cal Fire/SD County Area Situational Awareness for Public Safety Network (ASAPnet)
- 24x7 Dedicated Emergency Operations Center