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TRANSPORTATION COMMITTEE AGENDA

Friday, March 21, 2003
9:00 a.m. – 12 Noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego, CA 92101-4231

AGENDA HIGHLIGHTS

- REGIONAL CAR SHARING DEMONSTRATION

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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, and provides information on a broad range of topics pertinent to the region's quality of life.

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

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TRANSPORTATION COMMITTEE AGENDA

Friday, March 21, 2003

Staff contact: Kim Kawada (619) 595-5394 or kka@sandag.org

ITEM # **RECOMMENDATION**

CONSENT ITEMS (1 to 3)

The Transportation Committee will take action on the consent agenda without further discussion and with one vote unless an item is pulled by a Committee member or by a member of the public for comment.

+ 1. REGIONAL ARTERIAL SYSTEM (RAS) – SCHEDULE EXTENSIONS (José Nuncio) (pp. 5–9) APPROVE

For projects delayed by 12 months or greater, the RAS Use-It-or-Lose-It Policy requires the Cities/County Transportation Advisory Committee (CTAC) to make a mandatory recommendation either to re-allocate funds, determine certain projects ineligible to compete in the following funding cycle, or grant a schedule extension. CTAC has reviewed two delayed projects over the past quarter and recommends approving schedule extensions for the City of Poway's Espola Road and the County of San Diego's South Santa Fe Avenue widening projects. The Transportation Committee is asked to approve the recommended schedule extensions.

+ 2. FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA) PROGRAM – COASTAL RAIL TRAIL PROJECT PROGRESS REPORT (Sookyung Kim) (pp. 10–11) INFORMATION

One TEA-funded project, the Coastal Rail Trail being developed by the Cities of Oceanside, Carlsbad, Encinitas, and Solana Beach, has been delayed. In January 2003, the Transportation Committee allocated TEA funding to the Cities of Solana Beach and Oceanside, and deferred the re-allocation of the project's remaining TEA funds (\$1,662,000) to the TEA Reserve. This report provides an update about the progress of the project.

+ 3. JOINT APPLICATION TO STATE COASTAL CONSERVANCY FOR COASTAL RAIL TRAIL FUNDING (Stephan Vance) (p. 12) INFORMATION

The City of Solana Beach has asked SANDAG to be a joint applicant for a State Coastal Conservancy Grant to fund a portion of the Coastal Rail Trail and the Solana Beach linear park. The \$1 million grant request would supplement existing federal Transportation Enhancement Activities (TEA) funds and other state and local funds to fully fund the trail and park projects.

4. PUBLIC COMMENTS/COMMUNICATIONS

(Speakers limited to three minutes each.)

ITEM #**RECOMMENDATION****REPORTS****+5. REGIONAL CAR SHARING DEMONSTRATION PROJECT
(Ray Traynor) (pp. 13–16)****APPOINT**

In November 2002, SANDAG was awarded a Statewide Transit Planning grant from Caltrans to develop a Regional Car Sharing Demonstration Project. The objective is to demonstrate car sharing as an extension of transit service by placing cars at a few Trolley and Coaster commuter rail stations in the region, and by developing a mobility package that integrates service. Staff will provide an update to the Transportation Committee on the status of the demonstration project. The Transportation Committee is asked to appoint a working group to assist with the project.

**+6. 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(RTIP) AMENDMENT NO. 6 – VARIOUS PROJECTS
(Sookyung Kim) (pp. 17–25)****INFORMATION**

The 2002 RTIP, adopted by the Board on June 28, 2002, is a five-year program of major transportation projects in the San Diego region covering the period from FY 2003 to FY 2007. Various agencies have submitted requests for revisions to the 2002 RTIP. In January 2003, the SANDAG Board delegated the approval authority for RTIP amendments to the Transportation Committee. Action on Amendment No. 6 must be taken subsequent to the approval of the 2030 RTP and the 2002 RTIP air quality conformity determination, Therefore, Amendment No. 6 is scheduled to be approved by the Board on March 28, 2003 and is provided to the Transportation Committee for informational purposes.

+ next to an agenda item indicates an attachment

THE NEXT TRANSPORTATION COMMITTEE MEETING IS TENTATIVELY
SCHEDULED FOR FRIDAY, APRIL 18, 2003.

This agenda is sent to all members of the SANDAG/RTC Board of Directors
and alternates for informational purposes.

The Transportation Committee may take action on any item appearing on this agenda.

TRANSPORTATION COMMITTEE

March 21, 2003

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

REGIONAL ARTERIAL SYSTEM – SCHEDULE EXTENSIONS

Introduction

The Regional Arterial System (RAS) Program Use-It-or-Lose-It Policy (Attachment 1) states that RAS projects must be reviewed by the Cities/County Transportation Advisory Committee (CTAC) when certain project development milestones fall behind schedule between six and twelve months. The policy also states that projects with reported or known delays of twelve months or greater are subject to a mandatory recommendation to the Transportation Committee to either re-allocate funds, determine the project ineligible to compete in the following funding cycle, or grant a schedule extension. The CTAC has reviewed a number of projects over the past quarter and made the following recommendations.

Recommendation

CTAC recommends that the Transportation Committee approve schedule extensions for the City of Poway's Espola Road project and the County of San Diego's South Santa Fe Avenue project, as shown in the table on page 6.

Discussion

Attachment 2 shows the current RAS program, including current allocations and project schedules. Attachment 3 shows the last seven projects that were incorporated into the RAS program during the 2002 State Transportation Improvement Program (STIP) funds cycle and those projects that fell below the funding line. As RAS project funds are re-allocated due to lack of progress, delays, or other factors, other projects below the line may become eligible for funding. In lieu of proposed schedule extensions, the Transportation Committee also may consider re-allocating funding to other RAS projects below the funding line or returning funding to the RAS Reserve.

Espola Road

CTAC had originally reviewed this project (Attachment 2, Project #3) in November 2002, and it was recommended at that time to re-allocate the \$290,000 programmed in Regional Surface Transportation Program (RSTP) funds. The recommendation was sent for approval to the Transportation Committee at its January 17, 2003 meeting. At the meeting, the City of Poway requested that the re-allocation recommendation be sent back to CTAC due to newly available information that CTAC had not had an opportunity to consider. CTAC again reviewed the City of Poway's Espola Road project on February 20, 2003.

When the original recommendation to re-allocate funds was discussed at CTAC in November 2002, City of Poway staff anticipated having enough of its own funds to finish the Preliminary Engineering and Environmental Document (PE) phase. Subsequent budget cuts within the City of Poway and the high likelihood that re-development bonds will not be issued due to cuts in the state budget resulted in a significant cut to the resources for this project, including the PE phase. These cuts were not known until December 2002. The City of Poway now needs the \$290,000 of RSTP to fully fund the PE phase.

The City of Poway requests, and CTAC recommends approval of, a schedule extension to complete the final environmental document for Espola Road by April 2005, 33 months behind the baseline schedule. A consultant has been selected and is actively working on the project. Among the causes for the delay is the City's original expectation that a less complicated Negative Declaration/Environmental Assessment would be required. Due to public controversy, the City decided to pursue a full Environmental Impact Report/Environmental Assessment. Another cause was the City of Poway's misunderstanding that a shorter-duration document pursuant to the California Environmental Quality Act would meet the environmental clearance requirements, even though federal RSTP funds had been requested for the project. (Projects receiving any federal funding must complete a federal environmental document.)

The City of Poway staff has been made aware of and accepts the risk it is assuming in pursuing a schedule extension. According to the Use-It-or-Lose-It Policy, once a project funded for PE-only (like the Espola Road project) obtains a schedule extension, it would become ineligible to compete for additional funds in the next funding cycle if it falls behind the revised schedule and a second schedule extension becomes necessary. To minimize this risk, the proposed schedule, shown in the table at end of this report, was reviewed by City staff, their consultant, and Caltrans staff.

South Santa Fe Avenue Widening

The County of San Diego requests, and CTAC recommends approval of, a schedule extension for their South Santa Fe Avenue project (Attachment 2, Project #19). This \$35 million dollar project has \$9.2 million of RSTP funds for the right-of-way phase. This project is currently in the environmental phase. The County of San Diego requests the project's schedule be extended to reflect completion of the environmental document by June 2004, 24 months behind the baseline schedule. The environmental studies for most of the corridor have been completed or are nearly complete. However, there is a likelihood of additional unanticipated modifications at the Woodland Drive/York Drive intersection.

CTAC concurs with the County's request for a schedule extension given the advanced level of completion of environmental and engineering technical studies. The County has been in close coordination with Caltrans staff on the environmental process and schedule development. In addition, the RSTP funds can still be obligated prior to the September 2004 end-of-cycle deadline for the region. If the schedule is extended as shown below, the project, per the Use-It-or-Lose-It Policy, will be reviewed on a quarterly basis by CTAC, and only one more schedule extension would be allowed.

Proposed Schedule Revisions

Project Title (Project Sponsor)	Environmental Document			Construction Contract Award		
	Baseline Delivery Date	Delay (months)	Proposed Schedule Extension Date	Baseline Delivery Date	Delay (months)	Proposed Schedule Extension Date
Espola Road* (City of Poway)	Jul-02	33	Apr-05	N/A	N/A	N/A
South Santa Fe Avenue (County of San Diego)	Jun-02	24	Jun-04	Feb-04	22	Dec-05

*PE-only

N/A – Not Applicable

REGIONAL ARTERIAL SYSTEM PROGRAM
Use-It-or-Lose-It Policy
Transportation Committee Approved: July 11, 2002

1. Member agencies sponsoring Regional Arterial System projects agree to submit quarterly progress reports. The progress reports will include information on accomplishments this quarter, anticipated progress next quarter, pending issues and recommended resolutions, schedule and reasons for schedule delay (if any), budget, and an updated project cost estimate.
2. Member agencies sponsoring Regional Arterial System projects agree to adhere to the project schedule for three milestones including (1) the award of a consultant contract for preliminary engineering, (2) environmental clearance, and (3) the award of a contract for project construction as submitted in the member agency's original proposal, with adjustments made as defined in 2.c below.
 - a. A reported delay of more than six months and less than twelve months for a project milestone results in a mandatory review by the Cities/County Transportation Advisory Committee (CTAC). A reported delay of one-year or greater for a project milestone results in a mandatory recommendation from CTAC to the SANDAG Transportation Committee to either (1) reallocate any unobligated funds to the next highest project(s) on the most current Regional Arterial System project priority list approved by SANDAG on May 24, 2002 or (2) for projects funded in 2001 for preliminary engineering (i.e., "Preliminary Engineering Only" projects) determine the project ineligible to compete for regional funding during the next funding cycle or to (3) grant a schedule extension subject to the conditions outlined in 2.b below. A reported delay for projects funded during the 2002 State Transportation Improvement Program (STIP) cycle (i.e., "Ready to Go" projects) of greater than six months requires a mandatory recommendation by CTAC for (1) or (3) as stated above.
 - b. Schedule extensions may be recommended by CTAC if diligent progress towards meeting project milestones can be demonstrated by the project sponsor. Schedule extensions shall not be recommended by CTAC if the funding can not be obligated in the funding cycle in which the funds were initially programmed. Projects receiving a schedule extension from the Transportation Committee will be reviewed by CTAC on a quarterly basis. Projects with a reported delay beyond the extension date may receive one additional recommended schedule extension by CTAC if (1) federal or state policy changes occur that can be shown to directly affect the project schedule, (2) a lawsuit is filed against the project, (3) unwarranted and lengthy state/federal agency review times are documented, or (4) there are unusual circumstances that can be shown to be completely outside of the control of the project sponsor.
 - c. Schedule adjustments will be made for "Preliminary Engineering Only" projects to account for the delay time between the date the local agency's original proposal was submitted and the time funds were available for expenditure. (e.g., the current "Preliminary Engineering Only" project proposals were submitted in October 2000, but funds were made available for expenditure in August 2001.) Therefore, a ten month extension will be assigned. Schedule adjustments also will be made for any project if schedule delays are directly related to delay in availability of regional funding for the current project phase.
3. SANDAG will employ the following procedures if there is imminent danger of losing funding due to state or federal use-it-or-lose-it policies. SANDAG staff will present a recommendation to CTAC for discussion and recommendation and then to the Transportation Committee. The staff recommendation will include funding reductions/additions to the Regional Arterial System, Highway, Roadway Maintenance, Traffic Demand Management, and other eligible transportation programs. The recommendation will be project specific and based upon a comparison of the project/program priority and delivery records. The recommendation will be made in an effort to ensure that no funds will ultimately be taken away from the region.

Regional Arterial System Program RSTP Allocations and Current Schedule

Ref. #	A Sponsoring Agency	B Project Description	C Original RSTP Allocation	D Current RSTP Allocation	E Baseline Environmental Document	F Current Environmental Document	G Delay (months)	H Baseline Construction Contract Award	I Current Construction Contract Award	J Delay (months)
PE-Only Regional Arterial System Projects										
1	City of El Cajon	Jamacha Road**	\$490,000	\$490,000	Dec-03	Jun-03	6	Aug-03	Jun-04	(10)
2	City of Escondido	SR 78/Nordahl Road**	\$300,000	\$300,000	Apr-03	Aug-03	(4)	Apr-04	Apr-04	
3	City of Poway	Espola Road**	\$290,000	\$290,000	Jul-02	Apr-05	(33)	Apr-03	Oct-06	(42)
4	City of San Diego	SR 163/Friars Road**	\$2,252,000	\$2,252,000	Oct-03	May-05	(19)	Oct-04	Feb-07	(28)
5	City of Vista	West Vista Way**	\$990,000	\$990,000	Oct-04	Aug-04	2	Mar-05	Mar-06	(12)
Other Regional Arterial System Programmed Projects										
6	City of Carlsbad	Rancho Santa Fe Road*	\$5,000,000	\$13,401,000	Apr-01	Complete		Dec-01	Complete	
7	City of Chula Vista	Olympic Parkway/I-805†	\$0	\$8,446,000	Mar-03	Mar-03		Jun-03	Jun-03	
8	City of Chula Vista	Palomar Street*	\$1,700,000	\$1,700,001	Sep-00	Complete		Apr-01	Complete	
9	City of El Cajon	Second Street*	\$1,416,000	\$1,820,000	Feb-00	Complete		Oct-00	Complete	
10	City of Encinitas	Manchester Avenue/I-5***	\$2,125,000	\$2,125,000	May-05	May-05		Nov-06	Nov-06	
11	City of Escondido	Bear Valley Pkwy./East Valley Pkwy.†	\$7,967,000	\$7,967,000	Sep-03	Sep-03		Sep-04	Sep-04	
12	City of National City	Plaza Boulevard*	\$7,968,000	\$2,000,000	Nov-03	Nov-03		Jun-05	Jun-05	
13	City of Oceanside	Rancho Del Oro Drive Extension*	\$4,000,000	\$4,000,000	Nov-00	Complete		Apr-02	Apr-03	(12)
14	City of Oceanside	Rancho Del Oro Drive/SR 78†	\$3,000,000	\$2,000,000	Nov-05	Nov-05		Jun-06	Jun-06	
15	City of San Diego	SR 163/Clairemont Mesa Blvd.*****	\$0	\$4,400,000	Feb-03	Feb-03		Oct-04	Oct-04	
16	City of San Marcos	SR 78/Las Posas*****	\$0	\$9,030,000	Dec-02	Dec-02		Apr-03	Apr-03	
17	City of Santee	Forrester Creek Channel*	\$965,892	\$965,892	Dec-01	Feb-03	(14)	Oct-03	Aug-03	2
18	City of Solana Beach	Lomas Santa Fe Drive/I-5†	\$7,525,000	\$7,525,000	May-03	May-03		Aug-04	Aug-04	
19	County of San Diego	South Santa Fe Avenue*	\$9,200,000	\$9,200,000	Jun-02	Jun-04	(24)	Feb-04	Dec-05	(22)
20	County of San Diego	SR 67/Bradley Avenue***	\$750,000	\$750,000	Apr-05	Aug-05	(4)	Jun-08	Nov-07	7
Regional Arterial System Projects Programmed with non-RSTP Funds										
21	City of Carlsbad	South Melrose Drive*	\$3,000,000	\$0	Mar-02	Complete		Sep-02	Jun-03	(9)
22	City of San Diego	Carroll Canyon Road*	\$7,438,000	\$0	Dec-03	Aug-03	4	Apr-04	Apr-04	
23	City of San Diego	Genesee Avenue	\$0	\$0	Apr-03	Apr-03		Aug-03	Aug-03	
24	City of San Diego	El Camino Real*****	\$0	\$0	Apr-04	Apr-04		Jan-05	Jan-05	
25	City of San Marcos	Rancho Santa Fe Road*****	\$0	\$0		Complete			Complete	
26	City of Santee	Mission Gorge Road****	\$0	\$0	Jul-01	Complete		Jan-02	Complete	

Notes:

- * Baseline schedule established in June 2000 quarterly progress report.
- ** Baseline schedule established in October 2000 candidate project submittal and adjusted per Use-It-or-Lose-It Policy
- *** Baseline schedule established in June 2001 quarterly progress report.
- **** Baseline schedule established in September 2001 quarterly progress report.
- ***** Baseline schedule established in September 2002 quarterly progress report.
- † Baseline schedule extension approved by Transportation Committee on Jan 17, 2003.

Projects with delay between six and twelve months require review by CTAC.

Projects with delay over twelve months require recommendation by CTAC per Use-It-or-Lose-It policy.

RSTP = Regional Surface Transportation Program

**Regional Arterial System Program
Project Ranking
(Approved by the Board of Directors May 24, 2002)**

A	B	C	D	E	F	G
Rank	Sponsor	Project	Limits/ Description	Shortfall/ Request Amount (\$ thousands)	Cumulative Total (\$ thousands)	CTAC Recommended Scores
1	City of San Diego	Clairemont Mesa Blvd./ SR 163	Modify Interchange	\$4,400	\$4,400	199
2	City of San Diego	Genesee Ave.	Campus Point Dr to I-5	\$963	\$5,363	190
3	City of San Marcos	Rancho Santa Fe Rd.	Island Drive to Melrose Dr	\$4,000	\$9,363	188
4	City of San Marcos	Las Posas Rd./ SR 78	New Interchange	\$10,200	\$19,563	183
5	County of San Diego	South Santa Fe Avenue	Montgomery Ln to Smilax Rd	\$1,500	\$21,063	174
6	City of Chula Vista	Olympic Pkwy./ I-805	Modify Interchange	\$7,000	\$28,063	161
7	City of San Diego	El Camino Real	Via de la Valle to San Dieguito Rd	\$6,987	\$35,050	157
8	City of Solana Beach	Lomas Santa Fe Dr./ I-5	Modify Interchange	\$6,411	\$41,461	151
9	City of Escondido	Bear/East Valley Pkwy.	Citrus to Lake Wohlford Rd	\$4,679	\$46,140	149
10	City of Poway	Espola Rd.	Twin Peaks Rd to Titan Way	\$5,300	\$51,440	147
11	City of San Marcos	Twin Oaks Valley Rd.	F Street to San Elijo Rd	\$6,650	\$58,090	130
12	City of Encinitas	Olivenhain Rd.	Los Pinos to Rancho Santa Fe Rd	\$160	\$58,250	122
13	City of Santee	Cuyamaca St.	Town Center Pkwy to Mission Creek	\$3,951	\$62,201	87
A	City of Carlsbad	Faraday Ave.	Orion Way to Melrose Dr	\$3,000	\$65,201	NR
B	City of Carlsbad	Poinsettia Lane	El Camino Real to El Fuerte St	\$2,500	\$67,701	NR
C	City of Oceanside	El Camino Real/ SR 78	Modify Interchange	\$3,700	\$71,401	NR
D	City of San Diego	Linda Vista Rd.	Napa St Intersection	\$2,964	\$74,365	NR
E	City of San Diego	Mission City Pkwy.	Camino Del Rio North to I-8	\$4,817	\$79,182	NR
F	City of San Diego	Kearny Villa Rd.	From SR-52 to 0.5 mi. north	\$1,575	\$80,757	NR
Total				\$80,757		

NR – not ranked. Projects A–F did not meet screening criteria and were not evaluated further.

TRANSPORTATION COMMITTEE

March 21, 2003

AGENDA ITEM NO.: **2**

Action Requested: INFORMATION

FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA) PROGRAM – COASTAL RAIL TRAIL PROJECT PROGRESS REPORT

Introduction

In March 2000, the SANDAG Board of Directors awarded federal Transportation Enhancement Activities (TEA) Program funds to nine projects, including a total of \$4,513,000 to the Coastal Rail Trail, a cooperative project among the Cities of Oceanside, Carlsbad, Encinitas, and Solana Beach. At the January 17, 2003 meeting, the Transportation Committee received a report that the project had been delayed due to issues arising from the draft rail trail guidelines developed by the North County Transit District (NCTD), owner of the rail right-of-way. Also at that meeting, the Transportation Committee allocated \$1,380,000 to the City of Solana Beach and \$1,471,000 to the City of Oceanside to complete their portions of the rail trail which will be built outside of NCTD's right-of-way, and deferred action to re-allocate the project's remaining TEA funds of \$1,662,000 to the TEA reserve. This report provides a further update on the progress made to date.

Discussion

The Coastal Rail Trail project is a collaborative effort among four cities to construct a Class I bike path along the coastal rail corridor, which is owned by NCTD. The cities have been working with NCTD under a Memorandum of Understanding (MOU) signed in 1997. As the owner of the right-of-way, NCTD must approve any design plans before the cities can begin construction. Although the first set of preliminary design plans were submitted in March 2002, NCTD postponed the review of any plans pending the completion of rail trail design guidelines.

At its February 20, 2003 NCTD Board meeting, the NCTD staff presented the draft guidelines that identified a "safety setback" of 50 feet on both sides of the double set of tracks. The rail trail project or any other type of development would be required to be outside of this setback line. Because a strict application of this guideline would preclude significant portions of the trail, the cities and SANDAG have requested NCTD to reconsider the guidelines to allow for a more flexible standard in order to proceed with the rail trail project. The NCTD Board instructed its staff to revise the guidelines to provide for such flexibility. In response, NCTD staff has been working on a revision to the guidelines, but as of this report, the draft changes have not been released for review.

TEA Use-It-or-Lose-It Policy

Except for Solana Beach, the other cities are unable to proceed with their portions of the Coastal Rail Trail project without the adopted rail trail guidelines. Except for the sections of the rail trail outside of the right-of-way approved for funding by the Transportation Committee in January 2003, the

remainder of the trail will be delayed. The Coastal Rail Trail already received a six-month administrative extension. Based on the TEA Use-It-or-Lose-It policy, the project can request an additional six-month extension. However, since the final rail trail guideline adoption date remains uncertain, the project will likely need more than another six months. The Policy does allow for an extension beyond the maximum one year. Section 4 of the Policy states as follows:

Requests totaling more than one year will be considered only for those projects showing extenuating conditions out of the control of the project sponsor, including:

- ***Environmental:** During the environmental review process, the project sponsor discovers heretofore unknown sites (e.g., archeological, endangered species) that require additional investigation and mitigation efforts. The project sponsor must demonstrate that the discovery is new and unforeseen;*
- ***Permitting: Difficulty in obtaining permits from various agencies. The project sponsor must demonstrate that every effort has been made to obtain the necessary permits and that the delay is wholly due to the permitting agency; [emphasis added]***
- ***Construction schedule:** Applies to projects restricted to certain construction dates during the year (i.e., to avoid nesting season for certain species); and*
- ***Other:** Changes in federal/state policies or laws.*

The sponsoring agencies have demonstrated due diligence in working out the issues with NCTD through the Coastal Rail Trail Committee and through individual efforts. After the guidelines are adopted, a revised schedule will be presented to the Transportation Committee for approval. In the meantime, the \$1,662,000 remaining in TEA funds for this project will remain on hold until the Transportation Committee takes action.

AB 1012: "Use-It-or-Lose-It"

According to the latest fund TEA accounting report from Caltrans, the region has obligated over \$16.8 million in TEA funds as of December 2002, well above the minimum obligation requirement for the region. There is no impact to the TEA program due to the delay of the Coastal Rail Trail project.

TRANSPORTATION COMMITTEE

March 21, 2003

AGENDA ITEM NO.: **3**

Action Requested: INFORMATION

JOINT APPLICATION TO STATE COASTAL CONSERVANCY FOR COASTAL RAIL TRAIL FUNDING

Introduction

The City of Solana Beach has requested SANDAG's participation in a joint application to the State Coastal Conservancy for a grant to provide \$1 million toward completion of the Coastal Rail Trail in Solana Beach. The grant will fund features of the project that are part of the Solana Beach plan for a linear park along the trail. The Coastal Conservancy is considering the Coastal Rail Trail for the alignment in the San Diego region of the state-long California Coastal Trail. SANDAG's participation strengthens the application by confirming the regional significance of the trail.

Discussion

SANDAG has programmed approximately \$13.5 million for the entire length of the Coastal Rail Trail, primarily from the federal Congestion Mitigation and Air Quality (CMAQ) and Transportation Enhancement Activities (TEA) programs. However, with a current cost estimate for the North County portion of the trail in excess of \$21 million, each city along the corridor will need to raise additional funds to complete funding for its portion of the trail.

The City of Solana Beach has been planning to develop its portion of the Coastal Rail Trail into a linear park, and has acquired funding from state park bonds and other sources to pay for some of the additional amenities associated with the park. To date, Solana Beach has accumulated about \$2.5 million in funds from a variety of sources, including \$771,150 in TEA funds and \$250,000 in Transportation Development Act funds allocated by SANDAG. A pending grant application for \$75,000 to the Metropolitan Water District will provide drought-tolerant plants along the trail, but with a total project cost estimate of \$3.5 million, additional funding still is required.

To complete funding for the project, Solana Beach has asked SANDAG to join with the City and the Solana Beach Civic and Historical Society in submitting a grant application to the State Coastal Conservancy for \$1 million. The funding source is state park bonds earmarked for the California Coastal Trail. Because the bonds were approved by the voters, they are not affected by the current state budget crisis. Staff at the City of Solana Beach are handling all the paper work, so SANDAG's role will be limited to providing a letter of support.

Additional funding may be available from the Coastal Conservancy for other portions of the Coastal Rail Trail. SANDAG and City of Solana Beach staff are available to assist other local agencies in applying for funds from this program.

TRANSPORTATION COMMITTEE

March 21, 2003

AGENDA ITEM NO.: **5**

Action Requested: APPOINT

REGIONAL CAR SHARING DEMONSTRATION PROJECT

Introduction

Car sharing is defined as a system of shared automobiles on demand that are placed at strategic locations and accessed via a membership program. The vehicles are positioned at convenient, permanent parking locations at transit stations and other locations that are within walking distance of dense residential or commercial centers.

In November 2002, SANDAG was awarded a statewide Planning and Research (SP&R) grant in the amount of \$300,000 to study the application of car sharing in the region. The demonstration program will be implemented in two phases, program development (Phase I) and deployment (Phase II). The grant provides the mechanism to complete the Phase I demonstration project in areas served by the Coaster commuter rail and San Diego Trolley. The work plan includes procuring the services of a car sharing organization (CSO); developing an operations plan in conjunction with the transit agencies, local jurisdictions, and the CSO; and conducting marketing and outreach activities to assist with the program launch.

Funding for the Phase II deployment project is expected to be jointly provided by the CSO as well as from Caltrans Division of Mass Transportation, which recently gained approval for a statewide car sharing demonstration program.

In an effort to facilitate an equal level of involvement and an effective decision-making process, a working group should be formed to advise SANDAG on the planning and development for all phases of the Regional Car Sharing Demonstration Project.

Recommendation

The Transportation Committee is asked to appoint a Regional Car Sharing Working Group that would include staff members from the following agencies and organizations:

- Caltrans
- NCTD
- MTDB
- City of San Diego
- Other cities in the project area
- Centre City Development Corporation
- Building Owners and Managers Association

- Economic development corporations and/or chambers of commerce in the project area
- Selected car sharing organization

Initial meetings of the Working Group may identify additional agencies and organizations which should be added to the Group.

Discussion

The following table summarizes the key activities and schedule for the Regional Car Sharing Demonstration Project:

<u>Key Activity</u>	<u>Tentative Completion</u>
1 Appoint car sharing working group	March 2003
2 Hire car sharing organization	August 2003
3 Complete operations planning	September 2003
5 Identify/acquire parking (public and private)	May 2003 (ongoing)
6 Develop Mobility Pass (service integration) concept	September 2003
7 Conduct marketing and outreach	June 2003 (ongoing)
8 Launch operations (Phase II)	September 2003 to September 2005

SANDAG will select a car sharing organization to operate and manage the car sharing operations through a competitive bid process. Work has already begun on a draft Request for Proposals. No funding is anticipated to be required to procure car sharing services. Rather, SANDAG will offer certain in-kind contributions in the form of acquiring public and private parking stalls for exclusive use for car sharing; will provide assistance to the transit agencies for the development of a Mobility Pass concept that integrates car sharing and transit services; and will assist with marketing and outreach to employers, agencies, and community and professional groups to promote the car sharing program.

Summary

A regional car sharing project represents a new direction in publicly supported/privately operated mobility services and offers a great opportunity to expand the scope and desirability of public transportation. Several cities in the United States and abroad have already established successful car sharing projects, which have introduced fleets of shared access vehicles at strategic locations throughout their metropolitan service areas. Shared access vehicles are available for use through a membership program. The vehicles are carefully positioned to increase the flexibility and mobility of the community's diverse residents while strengthening the accessibility and attractiveness of the region's other public transportation options.

For additional details regarding car sharing and the demonstration program see "Overview of Car Sharing" (Attachment 1). Future updates to the Transportation Committee will occur in conjunction with key project milestones.

OVERVIEW OF CAR SHARING

How Car Sharing Works

Car sharing can be defined as a system of shared automobiles on demand that are placed at strategic locations and accessed via a membership program. Car sharing organizations (CSO's) offer their members 24 hours a day/7 days a week self-service access to cars stored at convenient locations for as often and as long as they want. Car sharing projects are increasingly being considered as a means to expand the scope and desirability of public transportation. Several cities in the United States and abroad have established publicly supported, privately operated car sharing projects with success.

Members reserve vehicles on an as-needed basis via the Internet or by a telephone reservation line. The vehicles are positioned at convenient permanent parking locations at transit stations and other locations that are within walking distance of dense residential or commercial centers. Members pick up and use a reserved vehicle, returning it to their point of origin when their trip is complete, where it will then be available for use by another member. Many CSO's equip their vehicles with technology such as global positioning systems (GPS) and automatic vehicle locator (AVL) technology to allow for real-time vehicle tracking and better fleet management.

Membership

Members apply to a car sharing program for a variety of reasons, but share one common objective: to gain the freedom and mobility that a car provides without incurring all of the responsibilities and costs of ownership. Instead of owning one or more private automobiles, program members share a fleet of reliable vehicles and pay only for the time of use. Upon completion of a comprehensive screening process that includes a credit and motor vehicle records check, participants pay a one-time membership fee and incur hourly and mileage charges according to use. These charges vary by provider and region but typically range from \$3 to \$10 per hour and \$0.35 to \$0.90 per mile.

All of the fixed and operating costs associated with vehicle ownership, including insurance premiums, lease payments, vehicle maintenance, parking, fuel costs, and other hidden fees, are typically covered by the car sharing organization.

An Extension of the Regional Transit System

Studies reveal that transit ridership is positively affected by the introduction of car sharing. Car sharing has the strongest potential for success when it is integrated as a component of a larger multimodal transit system. When purposefully linked to transit stations, car sharing programs complement the existing functionality of commuter rail, light rail, and fixed-route bus networks. These programs are attractive to transit agencies because they enhance the desirability of transit-orientated lifestyles and can persuade more people to use transit as their preferred means of travel.

Successful car sharing projects have made use of a combined transit/car sharing Mobility Pass to enhance the marketability of car sharing and to promote the use of transit as the preferred travel mode choice. With regard to the Mobility Pass concept or any service integration efforts that result from the demonstration project, local transit agency staff indicated that the regional car sharing program must at minimum operate in a revenue/cost neutral manner with regard to transit operations.

Improving Communities Through Smart Choices

Car sharing promotes efficient use of vehicles and conserves valuable parking spaces while increasing flexibility and mobility for its members. Car sharing programs provide an intelligent, environmentally friendly, and inexpensive alternative to automobile ownership. These programs also promote smart growth by presenting the auto as one of many mobility options to include walking, bicycling, ridesharing, and patronage of public transportation. Car sharing has been shown to reduce the number of vehicles in a city by allowing 10-20 persons to offset the investment of a single vehicle. Persons who are required to pay for automobile use on a per-trip basis are more likely to reduce the number of weekly automobile trips they make and instead find alternative ways to complete those trips. Thus, car sharing can potentially lead to reduced vehicle miles traveled, reduced traffic congestion, and reduced mobile-source emissions. It also alleviates inner-city parking pressure and frees up valuable space for more creative and productive uses.

TRANSPORTATION COMMITTEE

March 21, 2003

AGENDA ITEM NO.: **6**

Action Requested: INFORMATION

2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENT NO. 6 –
VARIOUS PROJECTS

Introduction

At its meeting on June 28, 2002, the SANDAG Board adopted the 2002 Regional Transportation Improvement Program (RTIP) and also found the 2002 RTIP in conformance with the Regional Air Quality Strategy/State Implementation Plan (RAQS/SIP), a federal requirement for transportation plans and programs. The 2002 RTIP is a five-year program of major transportation projects in the San Diego region covering the period from FY 2003 to FY 2007. As the new Consolidated Agency, the Board has delegated the approval authority for RTIP amendments to the Transportation Committee.

Federal regulations require that SANDAG re-determine conformity of the 2002 RTIP within six months of the adoption of a new Regional Transportation Plan (RTP). At its March 28, 2003 meeting, the SANDAG Board of Directors is scheduled to adopt the Final 2030 RTP and make a finding of conformity of the 2030 RTP and the 2002 RTIP. Because the air quality analysis for Amendment No. 6 is based on the regional emissions analysis used for the 2030 RTP (adoption of which is scheduled after the March 21, 2003 Transportation Committee meeting), this report is provided to the Transportation Committee as an information item. The actual approval for Amendment No. 6 is scheduled for the March 28, 2003 Board meeting after the adoption of the 2030 RTP. This approach will accelerate the approval of the projects in question by a month instead of waiting until the April 18, 2003 Transportation Committee meeting. Once the air quality conformity process is complete, future RTIP amendments such as this will be acted on by the Transportation Committee.

Discussion

SANDAG has received requests for changes and additions to projects from various agencies. These include new projects and revisions to funding or phases for existing projects. Attachment 1 describes each agency's projects and the changes requested.

Air Quality Analysis

On June 28, 2002, SANDAG found the 2002 RTIP in conformance with the Regional Air Quality Strategy/State Implementation Plan for the San Diego Region. All of the required regionally significant capacity increasing projects in Amendment No. 6 have been included in the quantitative emissions analysis conducted concurrently for the 2030 RTP and the 2002 RTIP. Other projects identified in Amendment No. 6 are either non-capacity increasing or exempt from the requirement to determine conformity according to §93.126 of the Transportation Conformity Rule. SANDAG followed interagency consultation procedures to determine that these projects were exempt. The 2002 RTIP including Amendment No. 6 remains in conformance with the air quality program.

Table 1
2002 Regional Transportation Improvement Program
Amendment No. 6
San Diego Region (in \$000s)

Caltrans

MPO ID: CAL66		CAPACITY STATUS: CI								
TITLE: State Route 11										
DESCRIPTION: East of SR 905/Otay Mesa border to future SR 125/905 alignment - PE to construct new freeway										
Change Reason: New project (carryover from 1998 RTIP)										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
STIP-IIP	\$8,000	\$8,000						\$8,000		
TOTAL:	\$8,000	\$8,000						\$8,000		

City of Carlsbad

MPO ID: CB01		CAPACITY STATUS: CI								
TITLE: Cannon Road Extension										
DESCRIPTION: Construct 4 lane arterial from El Camino Real to city limit with Oceanside										
Change Reason: Correct fund type from TransNet-Local to TransNet-Highway										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
City Funds	\$7,100	\$100	\$7,000					\$100		\$7,000
TransNet-H	\$1,636	\$500	\$1,136					\$1,636		
TOTAL:	\$8,736	\$600	\$8,136					\$1,736		\$7,000
<i>PROJECT PRIOR TO AMENDMENT</i>										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
City Funds	\$7,100	\$100	\$7,000					\$100		\$7,000
TransNet-L	\$1,636	\$500	\$1,136					\$1,636		
TOTAL:	\$8,736	\$600	\$8,136					\$1,736		\$7,000

MPO ID: CB07		CAPACITY STATUS: EXEMPT								
TITLE: Pavement Management Program										
DESCRIPTION: Rehabilitate roadway pavement including reconstruction, pavement outlays and sealing										
Change Reason: Increase funds in FY 2003										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$12,800		\$4,800	\$1,700	\$1,900	\$2,100	\$2,300			\$12,800
TOTAL:	\$12,800		\$4,800	\$1,700	\$1,900	\$2,100	\$2,300			\$12,800
<i>PROJECT PRIOR TO AMENDMENT</i>										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$9,500		\$1,500	\$1,700	\$1,900	\$2,100	\$2,300			\$9,500
TOTAL:	\$9,500		\$1,500	\$1,700	\$1,900	\$2,100	\$2,300			\$9,500

City of Chula Vista

MPO ID: CHV05		CAPACITY STATUS: CI								
TITLE: Palomar Street Widening										
DESCRIPTION: I-5 to Industrial Blvd. - widen from 4 to 6 lanes and install curb, gutter & sidewalks										
Change Reason: New project (carryover from 2000 RTIP)										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
DEMO	\$1,700	\$1,700						\$1,700		
TransNet-L	\$2,018	\$218	\$1,800					\$218	\$200	\$1,600
TOTAL:	\$3,718	\$1,918	\$1,800					\$1,918	\$200	\$1,600

Note: CI = Capacity Increasing
NCI = Non-capacity Increasing

Table 1
2002 Regional Transportation Improvement Program
Amendment No. 6
San Diego Region (in \$000s)

City of Chula Vista (cont.)

MPO ID: CHV06		CAPACITY STATUS: EXEMPT								
TITLE: Pavement Rehabilitation Program										
DESCRIPTION: Rehabilitate city streets										
Change Reason: Reduce funds in FY 2004										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$12,400		\$1,800	\$3,000	\$3,800	\$3,800				\$12,400
Local Funds	\$1,700		\$500	\$400	\$400	\$400				\$1,700
TOTAL:	\$14,100		\$2,300	\$3,400	\$4,200	\$4,200				\$14,100

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$13,200		\$1,800	\$3,800	\$3,800	\$3,800				\$13,200
Local Funds	\$1,700		\$500	\$400	\$400	\$400				\$1,700
TOTAL:	\$14,900		\$2,300	\$4,200	\$4,200	\$4,200				\$14,900

MPO ID: CHV11		CAPACITY STATUS: CI								
TITLE: East H Street Widening										
DESCRIPTION: I-805 ramp to east of I-805; Widen south side of East H Street and provide additional 3rd lane										
Change Reason: Increase funds and advance to FY 2003										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
Local Funds	\$230		\$230					\$20		\$210
TOTAL:	\$230		\$230					\$20		\$210

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
Local Funds	\$160				\$160			\$20		\$140
TOTAL:	\$160				\$160			\$20		\$140

MPO ID: CHV16		CAPACITY STATUS: CI								
TITLE: Telegraph Canyon Road Widening										
DESCRIPTION: I-805 to west of Crest; widen north side of Telegraph Canyon Road to provide additional westbound lane										
Change Reason: New project										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
Local Funds	\$1,125		\$1,125					\$550	\$300	\$275
TOTAL:	\$1,125		\$1,125					\$550	\$300	\$275

MPO ID: CHV17		CAPACITY STATUS: CI								
TITLE: East H Street Widening										
DESCRIPTION: Provide additional westbound through lane from I-805 NB ramp to east of Hidden Vista Drive										
Change Reason: New project										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
Local Funds	\$1,530		\$1,530					\$400		\$1,130
TOTAL:	\$1,530		\$1,530					\$400		\$1,130

Note: CI = Capacity Increasing
NCI = Non-capacity Increasing

Table 1
 2002 Regional Transportation Improvement Program
 Amendment No. 6
 San Diego Region (in \$000s)

Attachment #1

City of El Cajon

MPO ID: EL03		CAPACITY STATUS: EXEMPT								
TITLE: Overlay Projects										
DESCRIPTION: Overlay collectors, thoroughfare & residential streets at various locations										
Change Reason: Increase funds in FY 2003										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$7,064		\$1,423	\$1,117	\$1,173	\$1,479	\$1,872			\$7,064
TOTAL:	\$7,064		\$1,423	\$1,117	\$1,173	\$1,479	\$1,872			\$7,064
<i>PROJECT PRIOR TO AMENDMENT</i>										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$6,635		\$994	\$1,117	\$1,173	\$1,479	\$1,872			\$6,635
TOTAL:	\$6,635		\$994	\$1,117	\$1,173	\$1,479	\$1,872			\$6,635

City of Encinitas

MPO ID: ENC24		CAPACITY STATUS: CI								
TITLE: Mackinnon Avenue Overcrossing										
DESCRIPTION: Remove and relocate overcrossing between Santa Fe Drive and Birmingham										
Change Reason: New project										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
Local Funds	\$3,450		\$225	\$625	\$2,600			\$225		\$3,225
TOTAL:	\$3,450		\$225	\$625	\$2,600			\$225		\$3,225

City of Escondido

MPO ID: ESC13		CAPACITY STATUS: CI								
TITLE: Nordahl at SR 78 Bridge Widening										
DESCRIPTION: Widen bridge from 6 to 8 lanes, modify SR 78 off-ramp and traffic signals										
Change Reason: New project (carryover from 2000 RTIP)										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
RSTP	\$300	\$300						\$300		
Local Funds	\$287	\$39	\$65	\$183				\$287		
TOTAL:	\$587	\$339	\$65	\$183				\$587		

Note: CI = Capacity Increasing
 NCI = Non-capacity Increasing

Table 1
2002 Regional Transportation Improvement Program
Amendment No. 6
San Diego Region (in \$000s)

Attachment #1

City of Oceanside

MPO ID: O03 **CAPACITY STATUS:** CI
TITLE: Rancho del Oro Interchange
DESCRIPTION: Design/construct interchange
Change Reason: Reduce RSTP funds per Transportation Committee action (1/17/03)

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
RSTP	\$2,000	\$1,100	\$900					\$2,000		
DEMO	\$3,750				\$3,750				\$3,750	
TransNet-L	\$4,106	\$2,106	\$100	\$100	\$800	\$500	\$500	\$540	\$2,566	\$1,000
TOTAL:	\$9,856	\$3,206	\$1,000	\$100	\$4,550	\$500	\$500	\$2,540	\$6,316	\$1,000

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
RSTP	\$3,000	\$800	\$400	\$900	\$900			\$1,200	\$900	\$900
DEMO	\$3,750				\$3,750					\$3,750
TransNet-L	\$4,106	\$2,106	\$100	\$100	\$800	\$500	\$500	\$2,106		\$2,000
TOTAL:	\$10,856	\$2,906	\$500	\$1,000	\$5,450	\$500	\$500	\$3,306	\$900	\$6,650

MPO ID: O09 **CAPACITY STATUS:** CI
TITLE: El Camino Real Bridge Widening
DESCRIPTION: Widen bridge from 2 to 3 lanes
Change Reason: Increase funds in FY 2004 to FY 2006

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$1,100		\$200	\$200	\$200	\$500		\$600		\$500
TOTAL:	\$1,100		\$200	\$200	\$200	\$500		\$600		\$500

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$300		\$200	\$100				\$300		
TOTAL:	\$300		\$200	\$100				\$300		

North County Transit District

MPO ID: NCTD16 **CAPACITY STATUS:** EXEMPT
TITLE: Oceanside-Escondido Rail Project
DESCRIPTION: Design and construct 22-mile rail extension, including 15 stations and maintenance facility
Change Reason: Revise funds by fiscal year

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
FTA Funds (5309)	\$152,100	\$7,930	\$29,942	\$48,000	\$55,000	\$11,228		\$7,930	\$3,392	\$140,778
TransNet-T	\$90,320	\$25,800	\$11,000	\$43,348	\$8,900	\$1,272			\$29,192	\$61,128
Prop. 108	\$17,600	\$17,600	\$0	\$0	\$0	\$0			\$17,600	
STIP-RIP	\$6,600	\$3,600	\$3,000	\$0	\$0	\$0		\$3,600	\$3,000	
TCRP	\$80,000	\$0	\$53,048	\$26,952	\$0	\$0				\$80,000
RSTP	\$4,900	\$0	\$0	\$0	\$4,900	\$0				\$4,900
TOTAL:	\$351,520	\$54,930	\$96,990	\$118,300	\$68,800	\$12,500	\$0	\$11,530	\$53,184	\$286,806

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
FTA Funds (5309)	\$152,100	\$7,930	\$36,342	\$48,000	\$55,000	\$4,828		\$7,930	\$3,392	\$140,778
TransNet-T	\$90,320	\$25,800	\$8,348	\$39,600	\$15,300	\$1,272			\$29,192	\$61,128
Prop. 108	\$17,600	\$17,600							\$17,600	
STIP-RIP	\$6,600	\$3,600	\$3,000					\$3,600	\$3,000	
TCRP	\$80,000		\$49,300	\$30,700						\$80,000
RSTP	\$4,900				\$4,900					\$4,900
TOTAL:	\$351,520	\$54,930	\$96,990	\$118,300	\$75,200	\$6,100	\$0	\$11,530	\$53,184	\$286,806

Note: CI = Capacity Increasing
 NCI = Non-capacity Increasing

Table 1
 2002 Regional Transportation Improvement Program
 Amendment No. 6
 San Diego Region (in \$000s)

North County Transit District (cont.)

MPO ID: NCTD16A		CAPACITY STATUS: EXEMPT								
TITLE: Oceanside-Escondido Rail Project (non-federal)										
DESCRIPTION: Part of O-E Rail project - work with various development designs along right-of-way (track work, shared walls, etc.)										
Change Reason: Increase TransNet funds										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-T	\$2,557		\$2,557							\$2,557
Locally Generated	\$393		\$393							\$393
TOTAL:	\$2,950		\$2,950							\$2,950

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-T	\$357		\$357							\$357
Locally Generated	\$393		\$393							\$393
TOTAL:	\$750		\$750							\$750

MPO ID: NCTD37		CAPACITY STATUS: EXEMPT								
TITLE: Land Acquisition										
DESCRIPTION: Acquire land for Coaster maintenance facility										
Change Reason: Revise phase										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
FTA (Sec. 5307)	\$400		\$400							\$400
Locally Generated	\$100		\$100							\$100
TOTAL:	\$500		\$500							\$500

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
FTA (Sec. 5307)	\$400		\$400							\$400
Locally Generated	\$100		\$100							\$100
TOTAL:	\$500		\$500							\$500

City of San Diego

MPO ID: SD09		CAPACITY STATUS: EXEMPT								
TITLE: Sidewalks										
DESCRIPTION: At various locations - Replace and reconstruct sidewalks (CIP: 52-715, 52-336, 52-517, 52-002, 52-327)										
Change Reason: Increase funds										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$4,130		\$900	\$830	\$800	\$800	\$800			\$4,130
TOTAL:	\$4,130		\$900	\$830	\$800	\$800	\$800			\$4,130

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$337		\$337							\$337
TOTAL:	\$337		\$337	\$0	\$0	\$0	\$0			\$337

Note: CI = Capacity Increasing
 NCI = Non-capacity Increasing

Table 1
 2002 Regional Transportation Improvement Program
 Amendment No. 6
 San Diego Region (in \$000s)

City of San Diego (cont.)

MPO ID: SD96		CAPACITY STATUS: EXEMPT								
TITLE: Street Resurfacing										
DESCRIPTION: Resurface/slurry seal of city streets (CIP 59-001.0)										
Change Reason: <i>New project</i>										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$5,000		\$1,000	\$1,000	\$1,000	\$1,000	\$1,000			\$5,000
City Funds	\$4,800				\$1,600	\$1,600	\$1,600			\$4,800
TOTAL:	\$9,800		\$1,000	\$1,000	\$2,600	\$2,600	\$2,600			\$9,800

MPO ID: SD97		CAPACITY STATUS: EXEMPT								
TITLE: School Traffic Safety Improvements										
DESCRIPTION: Provide traffic control devices at school locations citywide (CIP 68-017.0)										
Change Reason: <i>New project</i>										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$500		\$100	\$100	\$100	\$100	\$100			\$500
TOTAL:	\$500		\$100	\$100	\$100	\$100	\$100			\$500

MPO ID: SD98		CAPACITY STATUS: EXEMPT								
TITLE: Street Utility Improvements										
DESCRIPTION: Annual allocation for street and utility improvements in public right-of-way (CIP 58-001.0)										
Change Reason: <i>New project</i>										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$375		\$75	\$75	\$75	\$75	\$75			\$375
TOTAL:	\$375		\$75	\$75	\$75	\$75	\$75			\$375

MPO ID: SD99		CAPACITY STATUS: EXEMPT								
TITLE: Bridge Rails										
DESCRIPTION: Install new or replace old railings on bridges where existing railing does not meet current standards (CIP 52-519.0)										
Change Reason: <i>New project</i>										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$500		\$100	\$100	\$100	\$100	\$100			\$500
TOTAL:	\$500		\$100	\$100	\$100	\$100	\$100			\$500

Note: This project is also funded with Highway Bridge Repair & Replacement (HBRR) funds. These funds are already included in the Caltrans lump sum.

MPO ID: SD100		CAPACITY STATUS: EXEMPT								
TITLE: Urban Forestry										
DESCRIPTION: Provides for tree planting within city (CIP 52-445)										
Change Reason: <i>New project</i>										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$150		\$150							\$150
TOTAL:	\$150		\$150							\$150

Table 1
2002 Regional Transportation Improvement Program
Amendment No. 6
San Diego Region (in \$000s)

Attachment #1

SANDAG

MPO ID:	SAN14	CAPACITY STATUS:	EXEMPT							
TITLE:	Regional Transportation Management System (RTMS) Network									
DESCRIPTION:	Build network of transportation management systems connecting all transportation agencies and modes									
Change Reason:	Move funds between fiscal years									
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
CMAQ	\$3,084	\$813	\$1,139	\$1,132						\$3,084
STIP-RIP	\$400	\$106	\$148	\$146				\$400		
TOTAL:	\$3,484	\$919	\$1,287	\$1,278				\$400		\$3,084

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
CMAQ	\$3,084	\$813	\$816	\$1,455						\$3,084
STIP-RIP	\$400	\$106	\$106	\$188				\$400		
TOTAL:	\$3,484	\$919	\$922	\$1,643				\$400		\$3,084

MPO ID:	SAN16	CAPACITY STATUS:	EXEMPT							
TITLE:	Automated Traveler Information System (ATIS)									
DESCRIPTION:	Deploy ATIS region-wide, including commercial vehicle/border and 511 telephone information system									
Change Reason:	Move funds between fiscal years									
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
ITS	\$4,250		\$2,000	\$1,120	\$1,130					\$4,250
CMAQ	\$3,541	\$50		\$1,996	\$1,495					\$3,541
STIP-RIP	\$460	\$7		\$259	\$194					\$460
TransNet-H	\$1,063		\$500	\$280	\$283					\$1,063
TOTAL:	\$9,314	\$57	\$2,500	\$3,655	\$3,102					\$9,314

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
ITS	\$4,250			\$2,465	\$1,785					\$4,250
CMAQ	\$3,541	\$50	\$1,536	\$1,955						\$3,541
STIP-RIP	\$460	\$7	\$65	\$194	\$194					\$460
TrasnNet-H	\$1,063		\$500	\$280	\$283					\$1,063
TOTAL:	\$9,314	\$57	\$2,101	\$4,894	\$2,262					\$9,314

Note: CI = Capacity Increasing
NCI = Non-capacity Increasing

Table 2

RTIP Fund Types

BTA	= Bicycle Transportation Account
CMAQ	= Congestion Mitigation and Air Quality
CBI	= Corridors and Borders Infrastructure
CDBG	= Community Development Block Grants
DEMO	= Demonstration
HBRR	= Highway Bridge Repair & Replacement
IBRC	= Innovative Bridge Research & Construction
RSTP	= Regional Surface Transportation Program
RTP	= Recreational Trails Program
SHOPP	= State Highway Operation & Protection Program (for Caltrans use only)
STIP-IIP	= State Transportation Improvement Program - Interregional Program
STIP-RIP	= State Transportation Improvement Program - Regional Improvement Program
TCI	= Transit Capital Improvement Program
TCRP	= Transportation Congestion Relief Program
TCSP	= Transportation & Community & System Preservation
TSM	= Transportation Systems Management
TDA	= Transportation Development Act
TDA-B	= Transportation Development Act-Bicycle & Pedestrian Facilities
TEA	= Transportation Enhancement Activities Program
<i>TransNet-H</i>	= Prop. A Local Transportation Sales Tax - Highway
<i>TransNet-L</i>	= Prop. A Local Transportation Sales Tax - Local Streets & Roads
<i>TransNet-H</i>	= Prop. A Local Transportation Sales Tax - Transit
Section 5307	= Federal Transit Administration Urbanized Area Formula
Section 5309	= Federal Transit Administration Discretionary
Section 5309 NS	= Federal Transit Administration Discretionary - New Starts
Section 5309 R	= Federal Transit Administration Discretionary - Rail Modernization
Section 5311	= Federal Transit Administration Rural Program
Section 5310	= Federal Transit Administration Elderly & Disabled Program