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TRANSPORTATION COMMITTEE AGENDA

Friday, April 18, 2003
9:00 a.m. – 12 Noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego, CA 92101-4231

AGENDA HIGHLIGHTS

- TRANSPORTATION ENHANCEMENTS ACTIVITIES PROGRAM
- SHOWCASE/EARLY ACTION TRANSIT PROJECTS
- REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM

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MEETING BY VISITING OUR WEB SITE AT WWW.SANDAG.ORG**

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.



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.

This agenda and related staff reports can be accessed at www.sandag.org under meetings on SANDAG's Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon on the Tuesday preceding the Thursday Transportation Committee meeting.

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TRANSPORTATION COMMITTEE AGENDA

Friday, April 18, 2003

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

ITEM

RECOMMENDATION

CONSENT ITEMS (1 to 4)

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. TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENTS (Sookyung Kim) – pp. 5-10 APPROVE**

TDA provides ¼ percent of State sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. Effective January 2003, the responsibility for TDA claim amendments has been delegated to the Transportation Committee. The Committee is asked to approve the following: (1) two claim amendments based on fiscal audit reports for the year ending June 30, 2002 (NCTD) and for the six-month period ending December 31, 2002 (American Red Cross); (2) MTDB's request for three amendments to its FY 2003 claims; and (3) the City of Chula Vista's request for a TDA funding increase for its Otay Lakes sidewalk project. The Transportation Committee is asked to approve Resolutions 2003-31, 2003-32, and 2003-33 approving these claim amendments.

- + 2. 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENT NO. 8 – I-15 MANAGED LANES (Sookyung Kim) – pp. 11 - 13 APPROVE**

Due to the current suspension on Traffic Congestion Relief Program (TCRP) allocations, there is a \$9 million shortfall for the middle segment of the I-15 Managed Lanes project (SR 56 to near Escondido), which is ready to begin construction. This amendment would move \$9 million of State Transportation Improvement Program – Regional Improvement Program (STIP-RIP) funds programmed for future segments of the I-15 Managed Lanes to cover the shortfall in TCRP funding, and would make minor adjustments to other funding sources for the middle segment. The Transportation Committee is asked to approve Resolution 2003-34 approving Amendment No. 8 to the 2002 RTIP.

- + 3. FY 2004 TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIMS PROCESS (Sookyung Kim) – pp. 14 - 18 INFORMATION**

As the designated Regional Transportation Planning Agency, SANDAG is responsible for the annual allocation of TDA funds to the region's cities, the County, and transit operators. In February 2003, the SANDAG Board adopted the FY 2004 TDA apportionment schedule and administrative procedures. The FY 2004 TDA claims were received on April 1, 2003 and are currently under review. A total of \$106 million in TDA funds are estimated to be available in FY 2004. This report provides preliminary information about the claims received and the review process.

+ 4. SALE OF LEAST BELL'S VIREO CREDITS TO CALIFORNIA TRANSPORTATION VENTURES (CTV) (Dean Hiatt) – pp. 19 - 22 **INFORMATION**

In November 2002, the Transportation Committee approved the sale at fair market value of SANDAG's remaining four least Bell's vireo credits from the Rancho San Diego Mitigation Bank to CTV. The Committee requested that staff bring back a report on the proposed selling price prior to the sale of the credits to CTV.

5. PUBLIC COMMENTS/COMMUNICATIONS

(Speakers limited to three minutes each.)

REPORTS

+ 6. FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA) PROGRAM: SCHEDULE EXTENSION REQUESTS AND QUARTERLY PROGRESS REPORT (Sookyung Kim) – pp. 23 - 34 **APPROVE**

This report summarizes the progress made on the TEA projects during the period January 1 to March 31, 2003. Two TEA-funded projects are behind schedule. The City of San Diego requests a second six-month extension for Phase 2 of its Mid-City Gateway Project. A schedule extension also is requested for the Coastal Rail Trail project, being developed by the Cities of Oceanside, Carlsbad, Encinitas, and Solana Beach. The Transportation Committee is asked to approve these requests.

+ 7. UPDATE ON SHOWCASE AND EARLY ACTION TRANSIT PROJECTS (Toni Bates, MTDB; Linda Culp, SANDAG) – pp. 35 - 41 **INFORMATION**

Staff will update the Transportation Committee on the status of the Transit First Showcase Project from downtown San Diego to San Diego State University, and Transit First Early Action projects in the Mid-Coast Corridor, Otay Mesa to downtown San Diego, South Bay to Sorrento Mesa, North Bay and Beach area, Oceanside to Vista, and Escondido.

+8. REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM UPDATE (Ray Traynor) – pp. 42 - 43 **INFORMATION**

Staff will update the Transportation Committee on the Regional TDM Program, including a discussion of current activities and a status report on the regional vanpool program.

THE NEXT TRANSPORTATION COMMITTEE MEETING IS TENTATIVELY SCHEDULED FOR FRIDAY, MAY 16, 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.

+ next to an agenda item indicates an attachment

TRANSPORTATION COMMITTEE

April 18, 2003

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENTS

Introduction

Effective January 2003, the SANDAG Board of Directors delegated the authority for review of the TDA claims process and any related TDA amendments to the Transportation Committee. This report includes three TDA claim amendments as summarized below:

1. TDA Fiscal Audit Claim Adjustments: There are two revisions required. Based on the required fiscal audit for the year ending June 30, 2002, an adjustment is required for the North County Transit District (NCTD). Additionally, based on the audit of the American Red Cross for the six months that ended December 31, 2002, their claim also requires an adjustment. The American Red Cross was the designated Coordinated Transportation Service Agency (CTSA) for the San Diego region until December 31, 2002.
2. FY 2003: MTDB TDA Claim Amendments: The Metropolitan Transit Development Board (MTDB) requests a revised allocation for three FY 2003 claims related to the Divestiture Agreement between MTDB and the County of San Diego.
3. FY 2003: City of Chula Vista Claim Amendment: The City of Chula Vista has requested an increase of \$35,000 to a previous allocation for sidewalk construction on Otay Lakes Road. Approval will increase the total claim for this project from \$200,213 to \$235,213.

Recommendation

It is recommended that the Transportation Committee approve Resolutions 2003-31, 2003-32, and 2003-33 approving the claim amendments described in this report.

Discussion

TDA Fiscal Audit Claim Adjustments (Resolution 2003-31)

Each recipient of TDA funds is subject to an annual fiscal audit under the provisions of the TDA. The purpose of the audit is to establish the financial position of the claimant, and to determine if the claimant is in compliance with the rules and regulations of the TDA. The original allocations for all claims are based on budget projections for the services to be provided during the fiscal year. The audit identifies any differences between the allocation and the amount of TDA funds that a claimant was eligible to receive based on actual expenditures for the fiscal year.

FY 2002 Fiscal Audit for North County Transit District

Based on the FY 2002 audit results, NCTD's allocation should be reduced by \$688,799 (\$25,006,619 allocated, \$24,317,820 expended). Since NCTD has already been paid the full amount of the FY 2003 allocation, an adjustment will be made through a reduction in payment from the FY 2004 allocation.

Fiscal Audit ending December 31, 2002 for the American Red Cross

The Coordinated Transportation Service Agency (CTSA) is a regional program established to assist nonprofit agencies to better manage their transportation services for their clients through coordination, joint training, and other activities. The CTSA serves nearly 400 of the region's nonprofit agencies. Until December 31, 2002, the contract for CTSA was held by the American Red Cross, San Diego-Imperial Counties Chapter. Under reorganization, the American Red Cross terminated its transportation program, including the CTSA efforts. This audit reflects the financial activities of the American Red Cross for CTSA services from July 1 to December 31, 2002. The CTSA was allocated \$93,000 for FY 2003. Based on the fiscal audit, \$44,974 was expended leaving \$48,026 to be returned.

In order to continue this program, beginning January 1, 2003, the CTSA functions were transferred to SANDAG on a temporary basis. This amendment would close out the Red Cross Claim 533 and allocate the remaining \$48,026 to SANDAG to carryout CTSA services until June 30, 2003. SANDAG, along with its nonprofit partners, is in the process of reviewing the CTSA program and services. A plan to reorganize/restructure the CTSA will be proposed for FY 2004 that will best serve the region's nonprofit agencies and their clients.

FY 2003 MTDB Claim Amendments (Resolution 2003-32)

The MTDB requests a revised allocation for three FY 2003 claims related to the Divestiture Agreement between MTDB and the County of San Diego. This agreement transferred all of the former County Transit System operations to MTDB, and includes costs for close-out activities and transfers of various personnel and functions. MTDB requests an amendment to its Article 4 Claim 253 to transfer \$274,857 from capital to operating to cover costs associated with the divestiture. Also, the cost of the express bus service (formally operated by the County) is less than originally budgeted. MTDB's amendment request includes the transfer of \$28,490 from Article 8 Claim 300 for express bus service to Article 4 Claim 253 to support other needed services.

TDA funds are apportioned between NCTD, MTDB, and the Non-Board area of the County. The Non-Board area is the remaining area of the County of San Diego outside the boundaries of either NCTD or MTDB service areas. Although this Non-Board area, served by the Rural Bus Service, also is part of the divestiture from the County to MTDB, SANDAG is required to maintain a separate allocation and fund balance for this area. MTDB requests an allocation of \$964,000 to Claim 255 from the Non-Board area funds for the capital costs related to its operations and facilities and \$30,000 in operating funds for bus shelter maintenance expenses. The MTD Board approved these amendments at its February 13, 2003 meeting.

FY 2003 City of Chula Vista Claim Amendment (Resolution 2003-33)

SANDAG allocated \$200,213 to the City of Chula Vista for sidewalk construction on Otay Lakes Road and on D Street. The allocation for the Otay Lakes Road sidewalk between Allen School Lane and Camino Del Cerro Grande is \$174,285. Based on final engineering work for this project, Chula Vista has revised the project cost estimate, and as a result, has requested an increase of \$35,000 to the allocation. The new project cost estimate for the Otay Lakes Road sidewalk is \$209,285. The primary reasons for the cost increase are higher unit costs for sidewalk installation, higher costs for vegetation removal, and a previously unidentified cost to relocate irrigation equipment. The original allocation for sidewalk construction on D Street, \$25,928, is sufficient to complete that project. If the extra funds for Otay Lakes Road is approved, Claim 349 would increase to \$235,213.

SANDAG maintains a reserve of TDA bicycle and pedestrian funds to provide for increased project costs that need to be funded outside the normal annual funding cycle. Sufficient funds are available in the TDA reserve (\$178,450). Chula Vista expects to advertise this project for construction within the next month, necessitating an allocation increase at this time. The Bicycle-Pedestrian Working Group reviewed this request for a claim increase and has recommended approval.



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RESOLUTION

NO. 2003-31

APPROVING REVISIONS TO TRANSPORTATION DEVELOPMENT ACT CLAIMS

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

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

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

BE IT RESOLVED by the Transportation Committee as follows:

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

| <u>Article</u> | <u>Year</u> | <u>Claim</u> | <u>Claimant</u> | <u>Purpose</u> | <u>Original Allocation</u> | <u>Adjustment +/-</u> | <u>Revised Allocation</u> |
|----------------|-------------|--------------|-----------------|----------------|----------------------------|-----------------------|---------------------------|
| 4.5 | FY 2003 | 533 | CTSA | Operating | \$93,000 | (\$48,026) | \$44,974 |
| 4.5 | FY 2003 | 534 | SANDAG | Operating | \$- 0- | \$48,026 | \$48,026 |

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

PASSED AND ADOPTED this 18th day of April, 2003.

 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 Development Board, North San Diego County Transit Development Board, Imperial County, U.S. Department of Defense, S.D. Unified Port District, S.D. County Water Authority, and Baja California/Mexico.



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RESOLUTION NO. 2003-32

APPROVING REVISIONS TO MTDB FY 2003 TRANSPORTATION DEVELOPMENT ACT CLAIMS

WHEREAS, the Metropolitan Transportation Development Board (MTDB) has requested an amendment to its FY 2003 Transportation Development Act (TDA) claims; and

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

WHEREAS, SANDAG, in cooperation with the Metropolitan Transit Development Board (MTDB), has analyzed the requested amendments and has found that the revisions are warranted pursuant to Section 6659(d) of Title 21 of the California Code of Regulations (CCR); NOW THEREFORE

BE IT RESOLVED by the Transportation Committee as follows:

1. That the Transportation Committee, pursuant to CCR Section 6659(d), and consistent with MTDB's approval per PUC 99233.5(b)(2), does hereby approve revisions to the claims as shown below:

| <u>Article</u> | <u>Year</u> | <u>Claim</u> | <u>Claimant</u> | <u>Purpose</u> | <u>Original Allocation</u> | <u>Adjustment +/-</u> | <u>Revised Allocation</u> |
|----------------|-------------|--------------|-----------------|----------------|----------------------------|-----------------------|---------------------------|
| 4.0 | FY 2003 | 253 | MTDB | Operating | \$57,269,154 | \$303,347 | \$57,572,501 |
| | | | | Capital | <u>\$18,204,654</u> | <u>(\$274,857)</u> | <u>\$17,929,797</u> |
| | | | | Total | \$75,473,808 | \$ 28,490 | \$75,502,298 |
| 8.0 | FY 2003 | 300 | MTDB | Operating | \$1,487,844 | (\$28,490) | \$1,459,354 |
| 4.0 | FY 2003 | 255 | MTDB | Operating | \$1,070,421 | \$30,000 | \$1,100,421 |
| | | | | Capital | <u>\$678,886</u> | <u>\$964,000</u> | <u>\$1,642,886</u> |
| | | | | Total | \$1,749,307 | \$994,000 | \$2,743,307 |

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

PASSED AND ADOPTED this 18th day of April, 2003.

 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 Development Board, North San Diego County Transit Development Board, Imperial County, U.S. Department of Defense, S.D. Unified Port District, S.D. County Water Authority, and Baja California/Mexico.



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RESOLUTION

NO. 2003-33

APPROVING AN INCREASED ALLOCATION TO THE CITY OF CHULA VISTA UNDER FY 2003 TRANSPORTATION DEVELOPMENT ACT CLAIM 349

WHEREAS, the City of Chula Vista has requested an increase of \$35,000 to its FY 2003 Transportation Development Act (TDA) claim 349; and

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

WHEREAS, SANDAG has analyzed the requested amendment and has found that the revision is warranted pursuant to Section 6659(d) of Title 21 of the California Code of Regulations (CCR); and

WHEREAS, the SANDAG Bicycle-Pedestrian Working Group has reviewed this request and recommends approval; NOW THEREFORE

BE IT RESOLVED by the Transportation Committee as follows:

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

| <u>Article</u> | <u>Year</u> | <u>Claim</u> | <u>Claimant</u> | <u>Purpose</u> | <u>Original Allocation</u> | <u>Adjustment +/-</u> | <u>Revised Allocation</u> |
|----------------|-------------|--------------|---------------------|----------------|----------------------------|-----------------------|---------------------------|
| 3 | FY 2003 | 349 | City of Chula Vista | Sidewalk | \$200,213 | \$35,000 | \$235,213 |

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

PASSED AND ADOPTED this 18th day of April, 2003.

 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 Development Board, North San Diego County Transit Development Board, Imperial County, U.S. Department of Defense, S.D. Unified Port District, S.D. County Water Authority, and Baja California/Mexico.

TRANSPORTATION COMMITTEE

April 18, 2003

AGENDA REPORT NO.: **2**

Action Requested: APPROVE

2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT NO. 8 – I-15 MANAGED LANES

Introduction

At its meeting on June 28, 2002, the SANDAG Board adopted the 2002 Regional Transportation Improvement Program (RTIP). 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. Caltrans has requested an amendment to the 2002 RTIP for the I-15 Managed Lane projects as discussed below.

Recommendation

The Transportation Committee is asked to approve Resolution 2003-34 approving Amendment No. 8 to the 2002 RTIP.

Discussion

Due to the current suspension on Traffic Congestion Relief Program (TCRP) allocations, there is a \$9 million shortfall for the middle segment of the I-15 Managed Lanes project (Table 1, CAL 18), which is ready to begin construction. This amendment would move the State Transportation Improvement Program-Regional Improvement Program (STIP-RIP) funds programmed for future segments of the I-15 Managed Lanes (Table 1, CAL 18A and CAL 18B) to cover the shortfall in TCRP funding, and would make minor adjustments to other sources of funds.

Once the TCRP issues are resolved and funds again become available, \$9 million of funding will be programmed from the middle segment back to the other segments of the I-15 Managed Lanes project. Table 1 shows the changes to these three segments.

Air Quality Analysis

On March 28, 2003, SANDAG adopted the 2030 Regional Transportation Program (RTP), including the air quality conformity finding and re-determined conformity of the 2002 RTIP with the State Implementation Plan for the San Diego Region. Projects included in Amendment No. 8 were included in the quantitative emissions analysis conducted for the 2030 RTP and 2002 RTIP. The 2002 RTIP including Amendment No. 8 remains in conformance with the air quality program.



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RESOLUTION

NO. 2003-34

APPROVING AMENDMENT NO. 8 TO THE 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, on June 28, 2002, SANDAG adopted the 2002 Regional Transportation Improvement Program (RTIP), including the air quality conformity finding with the State Implementation Plan (SIP) for air quality; and

WHEREAS, on March 28, 2003, SANDAG made a finding of conformity of the 2030 Regional Transportation Plan (RTP) and re-determined conformity of the 2002 RTIP with the SIP and the 1998 Regional Air Quality Strategy (RAQS); and

WHEREAS, Caltrans has requested project revisions for inclusion into the 2002 RTIP as shown in Table 1; and

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

WHEREAS, the regionally significant capacity increasing projects have been incorporated into the quantitative air quality emissions analysis and conformity findings conducted for the 2030 RTP and the 2002 RTIP Amendment No. 8; and

WHEREAS, the SANDAG Board of Directors delegated the authority for RTIP amendments including findings of air quality conformity, to the SANDAG Transportation Committee; NOW THEREFORE

BE IT RESOLVED that the Transportation Committee does hereby approve the attached Table 1 as Amendment No. 8 to the 2002 RTIP.

BE IT FURTHER RESOLVED that SANDAG finds the 2002 RTIP including Amendment No. 8 in conformance with the SIP and RAQS for the San Diego Region.

BE IT FURTHER RESOLVED that Amendment No. 8 to the 2002 RTIP is consistent with SANDAG Intergovernmental Review Procedures.

BE IT FURTHER RESOLVED that Amendment No. 8 to the 2002 RTIP is consistent with SANDAG Public Participation Policy.

PASSED AND ADOPTED this 18th day of April, 2003.

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 Development Board, North San Diego County Transit Development Board, Imperial County, U.S. Department of Defense, S.D. Unified Port District, S.D. County Water Authority, and Baja California/Mexico.

Table 1
2002 Regional Transportation Improvement Program
Amendment No. 8
San Diego Region (in \$000s)

Caltrans

| MPO ID: CAL18 | | CAPACITY STATUS: CI | | | | | | | | |
|--|------------------|----------------------------|-----------------|------------------|----------------|--------------|--------------|-----------------|-----------------|------------------|
| TITLE: I-15 Managed Lanes (Middle Segment) | | | | | | | | | | |
| DESCRIPTION: SR 56 to Near Escondido - Construct Managed Lanes (freeway element) | | | | | | | | | | |
| Change Reason: Additional STIP-RIP from CAL18A & 18B; minor adjustments to other fund sources | | | | | | | | | | |
| FUND TYPE | TOTAL | PRIOR | 02/03 | 03/04 | 04/05 | 05/06 | 06/07 | PE | RW | CON |
| CMAQ | \$20,100 | | \$9,100 | \$11,000 | | | | | | \$20,100 |
| RSTP | \$32,127 | | \$8,712 | \$23,415 | | | | | | \$32,127 |
| SHOPP | \$4,136 | | \$4,136 | | | | | | | \$4,136 |
| STIP-IIP | \$40,700 | | \$40,700 | | | | | | | \$40,700 |
| STIP-RIP | \$24,500 | \$4,500 | | \$20,000 | | | | \$4,500 | \$2,500 | \$17,500 |
| TCRP | \$40,100 | \$30,800 | \$5,900 | \$1,300 | \$2,100 | | | \$17,800 | \$13,000 | \$9,300 |
| GARVEE | \$171,373 | | | \$171,373 | | | | | | \$171,373 |
| TOTAL: | \$333,036 | \$35,300 | \$68,548 | \$227,088 | \$2,100 | | | \$22,300 | \$15,500 | \$295,236 |
| <i>PROJECT PRIOR TO AMENDMENT</i> | | | | | | | | | | |
| FUND TYPE | TOTAL | PRIOR | 02/03 | 03/04 | 04/05 | 05/06 | 06/07 | PE | RW | CON |
| CMAQ | \$43,515 | | \$35,100 | \$8,415 | | | | | | \$43,515 |
| RSTP | \$8,712 | | \$8,712 | | | | | | | \$8,712 |
| SHOPP | \$4,000 | | \$4,000 | | | | | | | \$4,000 |
| STIP-IIP | \$41,000 | | \$41,000 | | | | | | | \$41,000 |
| STIP-RIP | \$15,500 | \$4,500 | | \$11,000 | | | | \$4,500 | | \$11,000 |
| TCRP | \$40,100 | \$30,800 | \$5,900 | \$1,300 | \$2,100 | | | \$17,800 | \$13,000 | \$9,300 |
| GARVEE | \$171,373 | | | \$171,373 | | | | | | \$171,373 |
| TOTAL: | \$324,200 | \$35,300 | \$94,712 | \$192,088 | \$2,100 | | | \$22,300 | \$13,000 | \$288,900 |

| MPO ID: CAL18A | | CAPACITY STATUS: CI | | | | | | | | |
|--|----------------|----------------------------|----------------|----------------|--------------|--------------|--------------|----------------|-----------|------------|
| TITLE: I-15 Managed Lanes (North Segment) | | | | | | | | | | |
| DESCRIPTION: Near Escondido from Clarence Lane to SR 78 - construct managed lanes | | | | | | | | | | |
| Change Reason: Transfer \$3 million STIP-RIP to CAL18 | | | | | | | | | | |
| FUND TYPE | TOTAL | PRIOR | 02/03 | 03/04 | 04/05 | 05/06 | 06/07 | PE | RW | CON |
| STIP-RIP | \$2,000 | | | \$2,000 | | | | \$2,000 | | |
| TOTAL: | \$2,000 | | | \$2,000 | | | | \$2,000 | | |
| <i>PROJECT PRIOR TO AMENDMENT</i> | | | | | | | | | | |
| FUND TYPE | TOTAL | PRIOR | 02/03 | 03/04 | 04/05 | 05/06 | 06/07 | PE | RW | CON |
| STIP-RIP | \$5,000 | | \$5,000 | | | | | \$5,000 | | |
| TOTAL: | \$5,000 | | \$5,000 | | | | | \$5,000 | | |

| MPO ID: CAL18B | | CAPACITY STATUS: CI | | | | | | | | |
|--|-----------------|----------------------------|-----------------|----------------|--------------|--------------|--------------|-----------------|-----------|------------|
| TITLE: I-15 Managed Lanes (South Segment) | | | | | | | | | | |
| DESCRIPTION: From SR 163 to Routes 15/56 Separation - construct managed lanes | | | | | | | | | | |
| Change Reason: Transfer \$6 million to STIP-RIP CAL18 | | | | | | | | | | |
| FUND TYPE | TOTAL | PRIOR | 02/03 | 03/04 | 04/05 | 05/06 | 06/07 | PE | RW | CON |
| STIP-RIP | \$4,000 | | \$20 | \$3,980 | | | | \$4,000 | | |
| TOTAL: | \$4,000 | | \$20 | \$3,980 | | | | \$4,000 | | |
| <i>PROJECT PRIOR TO AMENDMENT</i> | | | | | | | | | | |
| FUND TYPE | TOTAL | PRIOR | 02/03 | 03/04 | 04/05 | 05/06 | 06/07 | PE | RW | CON |
| STIP-RIP | \$10,000 | | \$10,000 | | | | | \$10,000 | | |
| TOTAL: | \$10,000 | | \$10,000 | | | | | \$10,000 | | |

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

TRANSPORTATION COMMITTEE

April 18, 2003

AGENDA REPORT NO.: **3**

Action Requested: INFORMATION

FY 2004 TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIMS PROCESS

Introduction

The Transportation Development Act (TDA) provides ¼ percent of State sales tax for operating and capital support of public transportation systems and transportation planning as well as support for non-motorized transportation projects. The County Auditor has estimated that \$106,236,000 in TDA funds will be available for these purposes in FY 2004. Out of the new funds available in FY 2004, \$12,723,380 is taken off the top for planning, non-motorized projects, and administrative expenses. The remaining \$93,512,620 plus \$16,010,480 in carryover funds totaling \$109,523,100 are available for transit operators to claim. SANDAG, as the designated Regional Transportation Planning Agency (RTPA), is responsible for the allocation of TDA funds to the region's cities, the County, and transit operators.

The bicycle and pedestrian projects are funded from two sources: the TDA which allows up to two percent of new funds available (\$2,050,638) and *TransNet* which allocates \$1 million on an annual basis. For FY 2004, including a TDA and *TransNet* reserve of \$1,182,721, a total of \$4,233,359 is available for these purposes.

The annual process for approving TDA allocations began in February 2003 when the Board adopted the FY 2004 apportionment schedule and administrative procedures. Effective January 2003, the SANDAG Board delegated the authority to review the TDA claims process and any TDA amendments to the Transportation Committee. The claims for FY 2004 TDA funds were received on April 1, 2003 and are currently under review. This report is to provide the Transportation Committee preliminary information about the claims received and to discuss the review process.

Discussion

Staff will be analyzing the FY 2004 TDA claims over the normal review period (April through June) to determine compliance with the requirements of the TDA and consistency with the Regional Transportation Plan and other regional goals and objectives. Final recommendations regarding the claims will be presented at the June 20, 2003 Transportation Committee meeting and the Board will be requested to approve the final allocations at its June 27, 2003 meeting.

There are two attachments summarizing the TDA claims for FY 2004. Attachment 1 shows the requested claims for general public transit service (Article 4-fixed route), community transit service (Article 4.5-accessible service for the disabled), and for special provisions (Article 8-express bus, ferry services and transit center operations). With the passage of SB 521 effective January 2002 and the approval of the Divestiture Agreement between the Metropolitan Transit Development Board (MTDB) and the County of San Diego transferring all operation and services to MTDB, MTDB claims TDA funds on behalf of all operators in its service area.

Attachment 1 shows total funds available, including prior year carryover funds, and the initial claim amounts by the different Articles of the TDA. Not all of the available funds are being claimed during this initial claim. The remaining funds may be claimed in time for the final allocation in June 2003, or claimed later in the year when the need arises, or be carried over into the next fiscal year. These claims are currently being reviewed by staff, and as a result of that process, are subject to change prior to the final SANDAG actions in June 2003.

Attachment 2 summarizes the bicycle and pedestrian facility improvement projects submitted by local jurisdictions for both TDA and *TransNet* funding. The SANDAG Bicycle-Pedestrian Working Group will be reviewing these projects and developing a priority list. The request for funding (\$8,091,012) exceeds the funds available (\$4,233,359). Project priorities will be presented to the Transportation Committee for recommendation to the Board in June 2003.

TDA Productivity Improvements

Section 99244 of the California Code of Regulations states that the RTPA should identify, analyze, and recommend potential productivity improvements, which could lower operators' costs for providing transit services. During the TDA claim process, operators submit productivity improvement goals for the upcoming fiscal year and report on the status of prior year goals. In areas where prior year goals were not achieved, SANDAG determines whether reasonable effort was made to achieve these goals. Should SANDAG determine that reasonable effort was not made, SANDAG has the authority to allocate no more than the amount of TDA allocated in the prior fiscal year.

Staff has been working with MTDB and NCTD to enhance the productivity improvement goals for each operator and to improve the overall performance monitoring process. These revised goals will be included with the recommendations on the FY 2004 TDA claims to be brought to the Transportation Committee and the Board for consideration in June 2003. In addition, transit productivity improvement and performance measurement are planned as a special emphasis areas in the upcoming TDA-required transit triennial performance audits.

**TRANSPORTATION DEVELOPMENT ACT (TDA)
FY 2004 PRELIMINARY CLAIMS**

| | Metropolitan Transit Development Board | North County Transit District | County Non- Board Area | Coordinated Transportation Service Agency | Total |
|--|---|----------------------------------|---------------------------|---|---------------------|
| FY 2004 Available Apportionment ¹ | \$62,031,691 | \$42,277,285 | \$5,120,124 | \$94,000 | \$109,523,100 |
| <u>FY 2004 Claims</u> | | | | | |
| Article 4 - General Public Transit ² | (\$58,053,574) | (\$28,497,848) | (\$1,455,438) | | (\$88,006,860) |
| Article 4.5 - Community Transit Service Operators ³ | (\$3,259,000) | (\$1,323,000) | | (\$94,000) | (\$4,676,000) |
| Article 8 - Special Provisions ⁴ | (\$1,531,720) | | (\$2,130,809) | | (\$3,662,529) |
| Available Balance | (\$812,603) | \$12,456,437 | \$1,533,877 | \$0 | \$13,177,711 |

¹Includes prior year carryover

²Fixed Route

³Accessible service for the disabled

⁴ Express bus & ferry services and transit center operations

**FY 2004 TRANSPORTATION DEVELOPMENT ACT/TransNet
NON-MOTORIZED PRELIMINARY CLAIMS**

| Agency | Project | Limits | Type | Miles | Claim |
|---------------------------------------|--|--|--------------------|--------------|--------------|
| Carlsbad | Poinsettia Lane Reach 'C' | Black Rail Rd. to 2,820 ft. east | bike lane/sidewalk | 0.5 | \$78,467 |
| Chula Vista | Quintard Street | Orange Ave. to Third Ave. | sidewalk | 0.2 | 49,950 |
| Chula Vista | Third Avenue | D St. to Fourth Ave. | sidewalk | 0.2 | 173,495 |
| Chula Vista | Bay Boulevard | E St. to F St. | bike path | 0.3 | 63,939 |
| Chula Vista | Palomar Street | Orange Ave. to Fourth Ave. | sidewalk | 0.3 | 183,600 |
| Chula Vista | Pedestrian Ramp Improvements | various locations city-wide | ped ramps | -- | 65,772 |
| County of San Diego | Old Highway 80 | Railroad St. to Heber St. | sidewalk | 0.3 | 46,000 |
| County of San Diego | San Juan Street | Spring Valley | sidewalk | 0.0 | 96,500 |
| County of San Diego | Dehesa Road | Harbison Canyon Rd. Sycuan Rd. | bike lane | 1.0 | 245,239 |
| County of San Diego | South Barcelona St. | Campo Rd. to SR 94 | sidewalk | 0.3 | 118,764 |
| County of San Diego | Pasadena Ave. | W. Ivey St. to W. Elder St. | sidewalk | 0.2 | 64,530 |
| County of San Diego/ National City | Sweetwater River Bike Path | Plaza Bonita Rd. to Sweetwater Park Staging Area | path | 1.1 | 680,920 |
| Del Mar | Camino Del Mar | 4th St. to 9th St. | sidewalk | 0.4 | 173,226 |
| El Cajon | Jamacha Rd./2nd Ave. | Oakdale Ave. to south city limits | bike lane | 2.0 | 372,204 |
| Encinitas | Vulcan Ave. Preliminary Engineering | Encinitas Blvd. to Leucadia Blvd. | bike lane/sidewalk | 1.2 | 50,000 |
| Escondido | Escondido Creek Bike Path Bridge Design | Ash St./SR 78 | bridge | 0.2 | 100,000 |
| Escondido | El Norte Parkway | Las Villas Way to Broadway | bike lane | 0.6 | 55,299 |
| Escondido | 9th Avenue | Maple St. to Chestnut St. | sidewalk | 1.1 | 169,769 |
| La Mesa | Allison Ave. and Palm Ave. | Intersection Improvements | sidewalk/crossing | 0.2 | 161,600 |
| Lemon Grove | Massachusetts Ave. | SR 94 to Lemon Grove Ave. | bike lane | 1.4 | 163,771 |
| Lemon Grove | Central Ave. | Lemon Grove Ave. to Massachusetts Ave. | sidewalk | 0.6 | 155,100 |
| Lemon Grove | Massachusetts Ave. | Mt. Vernon St. to Madera St. | sidewalk | 0.2 | 122,893 |
| North County Transit | Bicycle Lockers | Sorrento Valley Coaster Station | parking | -- | 30,000 |
| Oceanside | San Luis Rey Bike Path Signs | | signage | -- | 40,000 |
| San Diego City | Orange Ave. curb extensions and enhanced crosswalks | Central Ave. to 42nd St. | sidewalk/crossing | -- | 382,290 |
| San Diego City | Gompers and Horton Elementary Schools Safe Routes to School matching funds | | sidewalk/crossing | -- | 49,800 |
| San Diego City | Sherman Heights Crosswalk Improvements | | crossing | 0.3 | 214,946 |
| San Diego City | Willow Elementary Pedestrian Improvements | | sidewalk/crossing | 0.4 | 307,432 |
| San Diego City | Darkwood Canyon Connector | SR 56 Bike Path | path | 0.1 | 380,175 |
| San Diego City | Rose Creek Bike Path Improvements | Grand Ave. to E. Mission Bay Dr. | path | 0.3 | 285,000 |
| San Diego City | Friars Road Design | Sea World Drive to Via las Cumbres | path | 1.3 | 230,000 |
| San Diego City | Balboa Ave./Tierrasanta Blvd. | Morena Blvd. to Santo Rd. | bike lane/route | 7.0 | 200,000 |
| San Diego City | Mira Mesa Blvd. | Black Mtn. Rd. to Parkdale Ave. | | 1.8 | 159,301 |
| San Diego City | San Diego River Bike Path Design | Pacific Highway to Hotel Circle North | path | 0.7 | 150,000 |

| Agency | Project | Limits | Type | Miles | Claim |
|------------------------------------|--|---|---------------|-------|---------|
| San Diego City | Border Bicycle Parking | Port of Entry | parking | -- | 138,243 |
| San Diego City | Fairmount Ave./Camino del Rio | Intersection/Interchange Improvements | lane | 0.2 | 81,710 |
| San Diego City | Bicycle Safety and Commuting Education Program | | education | -- | 75,000 |
| San Diego City | San Diego River Bike Path Bridges Study | Fashion Valley Rd., Avenida del Rio, Mission Center Rd. Camino del Este, Qualcomm Way | study | -- | 50,000 |
| San Diego City | I-805 Bike Path Study | Mira Mesa Blvd. to Miramar Rd. | study | -- | 40,000 |
| San Diego City | Pacific Hwy/Barnett Ave. Interchange | | study | -- | 40,000 |
| San Diego City | Fairmount Ave. Retaining Wall | | path | 0.0 | 17,000 |
| San Diego City | Rose Creek Bike/Ped Bridge | Pacific Beach Dr. to E. Mission Bay Dr. (final year of prior year commitment) | bridge | 0.1 | 250,000 |
| San Marcos | Grand Avenue | Rancho Santa Fe Rd. to Las Flores Dr. | sidewalk | 0.5 | 123,899 |
| San Marcos | Las Flores Dr. | 1st St. to Grand Ave. | sidewalk | 0.7 | 178,068 |
| San Marcos | Linda Vista Dr. | Rancho Santa Fe Re. to San Marcos Blvd. | sidewalk | 0.5 | 118,803 |
| San Marcos | Security Place | Rancho Santa Fe Rd. to San Marcos Blvd. | sidewalk | 0.1 | 80,312 |
| San Marcos | Bicycle Master Plan Update | | plan | -- | 49,000 |
| San Marcos | Richmar Neighborhood Trail | Twin Oaks Valley Rd. to Pico Ave. Trail | path/sidewalk | 0.4 | 168,820 |
| Santee | Bicycle Master Plan Update | | plan | -- | 50,000 |
| Solana Beach | Fletcher Cove Community Center Scenic View Point Pathway | | walkway | 0.1 | 25,000 |
| San Dieguito River Park | Lake Hodges Bridge | Coast to Crest Trail to W. Bernardo Dr. | bridge | 0.2 | 500,000 |
| San Dieguito River Park/ Escondido | Lake Hodges Bridge North Access Study | Via Rancho Pkwy to future Lake Hodges Bike/Ped Bridge | study | -- | 49,000 |
| Regional | Local match for CMAQ funded projects. (Year 6 of 6-year commitment) | Various projects | path | -- | 66,800 |
| Regional | Local match for Phase II CMAQ allocations (Year 5 of 5-year commitment) | Various projects | path | -- | 22,750 |
| Regional | Coastal Rail Trail local match for Cycle 4 TEA grant (Carlsbad, Oceanside, Encinitas. Year 4 of a 4 year commitment) | Oceanside to Solana Beach | path | 17.5 | 146,625 |

Total Claims

\$8,091,012

Available Funding

Transportation Development Act

\$2,050,638

TDA Reserve

* \$143,450

TransNet

\$1,000,000

TransNet Reserve

\$1,039,271

Total Available Funding

\$4,233,359

Shortfall

(\$3,857,653)

*assumes approval of the additional FY 03 allocation of \$35,000 for Chula Vista's Otay Lakes project (agenda item #1)

TRANSPORTATION COMMITTEE

April 18, 2003

AGENDA ITEM NO.: **4**

Action Requested: INFORMATION

SALE OF LEAST BELL'S VIREO CREDITS TO CALIFORNIA TRANSPORTATION VENTURES

Introduction

In November 2002, the Transportation Committee approved the sale at fair market value of SANDAG's remaining four least Bell's vireo credits from the Rancho San Diego Mitigation Bank (RSD Bank) to California Transportation Ventures (CTV). The Committee action was in response to a letter submitted by CTV stating their need for credits to mitigate impacts associated with the State Route 125 Toll Road (Attachment 1).

The Transportation Committee requested that staff bring back a report on the selling price for the mitigation credits prior to their sale. Fair market value has been valued at \$125,000 for each pair of least Bell's vireo mitigation credits, resulting in a total sale price of \$500,000 for SANDAG's four credits.

Discussion

On March 4, 1996, SANDAG, Caltrans, and the County of San Diego entered into an agreement with the California Department of Fish and Game (CDF&G) and the U.S Fish and Wildlife Service (USF&WS) to establish the RSD Bank. The goal of this banking agreement was to preserve sensitive habitat and establish mitigation credits for habitat and rare, threatened, and endangered species. SANDAG, Caltrans, and the County of San Diego hold mitigation credits proportionate to their respective funding contribution for the creation of the RSD Bank. Least Bell's vireo is one of the species protected at the RSD Bank and SANDAG currently holds four least Bell's vireo credits. The total number of credits for least Bell's vireo at the RSD Bank was established from pairs of birds observed at the site. One credit represents one pair of birds.

Following the Transportation Committee's action in November 2002, SANDAG, Caltrans, and County of San Diego staff met to discuss the methodology for determining the fair market value for least Bell's vireo credits. All parties agreed that an appraisal was the appropriate means for determining the fair market value. A consultant appraisal company was retained by CTV. A copy of the appraisal report is available upon request.

The appraiser found that the sale of mitigation credits is normally associated with the bird's riparian woodland habitat. The sale of mitigation credits separately from the associated habitat is not common, and no examples of this type of sale were available in San Diego County. Riparian woodlands sales were therefore used as a proxy to establish the value of mitigation credits. The habitat at the RSD Bank supports least Bell's vireo at approximately one pair of birds for five acres

of riparian woodland. This density is consistent with other comparable habitat in the region and also is consistent with the opinion of the USF&WS as stated in their publication the Draft Recovery Plan for the Least Bell's Vireo.

The sale price of \$125,000 for one pair of least Bell's vireo is based on the market price for similar quality riparian woodlands with the similar density of one pair of birds for every five acres of habitat. The total sale price for 4 pairs of least Bell's vireo mitigation credits equates to \$500,000.

The attachments to the Agenda Item may be obtained by contacting SANDAG's Public Information Office at (619) 595-5347.

TRANSPORTATION COMMITTEE

April 18, 2003

AGENDA ITEM NO.: **6**

Action Requested: APPROVE

FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA)
PROGRAM: SCHEDULE EXTENSION REQUESTS AND QUARTERLY PROGRESS REPORT

Introduction

This quarterly progress report covers the period January to March 2003 for the nine Federal Transportation Enhancement Activities (TEA) Program funded projects. One project is complete (City of La Mesa's El Cajon Boulevard Revitalization), six projects are progressing according to their approved schedules, and two projects are requesting schedule extensions (Mid-City Gateway and the Coastal Rail Trail projects).

Recommendation

The Transportation Committee is requested to approve the schedule extensions requested for the Mid-City Gateway and the Coastal Rail Trail projects.

Discussion

Requests for Schedule Extension

Mid-City Gateway

The City of San Diego's Mid-City Gateway project provides for overpass and median enhancements on El Cajon Boulevard and University Avenue where these two major arterials intersect with the new State Route (SR) 15 freeway corridor (formally 40th Street in Mid-City). The project is divided into two phases: Phase 1 - El Cajon Boulevard from I-15/Central Avenue to 43rd Street Median Improvements, and Phase 2 - El Cajon Boulevard and University Avenue Bridge Decks over SR 15 from 30th Street to 41st Street.

In March 2002, the Transportation Committee approved a six-month extension for both phases. The first phase is complete and now under a maintenance review period. The second phase is experiencing delays due to additional time needed for coordination and review by numerous agencies. Attachment 1 is a letter from the City of San Diego requesting the extension, listing the specific reasons for the delays, and efforts made to adhere to the schedule. Based on the letter and conversations with city staff, the project sponsor has demonstrated due diligence in endeavoring to meet the schedules (one of the criteria for an extension request outlined in the Use-it-or-Lose-it policy). The City is seeking an additional six-month extension to complete Phase 2 of this project to be completed by December 2004.

Coastal Rail Trail

As reported over the past three months, the Coastal Rail Trail project, a cooperative effort among the Cities of Oceanside, Carlsbad, Encinitas, and Solana Beach to construct a Class I bike path along the LOSSAN corridor, has been delayed as draft rail trail guidelines were developed by the North County Transit District (NCTD), owners of the rail right-of-way. At issue has been the width of the safety setback from the rail line. The Cities and SANDAG have been working with NCTD staff to allow for flexibility to the setback guidelines.

At its meeting on March 20, 2003, the NCTD Board adopted a policy statement that allows for such flexibility. The policy statement also includes variance procedures and an appeals process for the design of the rail trail where it crosses the rail right-of-way. The Cities are in the process of re-submitting the rail trail design plans for approval by NCTD so that the rail trail can begin construction.

The City of Carlsbad was designated the lead agency when this project began. However, after the completion of the final environmental document, the project was divided into segments, and each city is now proceeding to the design and construction phases separately. Based on the latest information, the schedules for each city are different. In addition, the Cities of Oceanside and Carlsbad have further divided their projects into two separate phases, which also have different schedules. As a result, the three different project phasing schedules are shown in Attachment 2:

- 1) Oceanside (Phase 1) and Solana Beach are expected to complete their sections of the rail trail first as they are outside the NCTD right-of-way. At the January 2003 meeting, the Transportation Committee allocated \$1,380,000 to Solana Beach and \$1,471,000 to Oceanside complete these sections of the rail trail.
- 2) Carlsbad (Phase 1) and Encinitas need approximately one additional year beyond the current schedule. Carlsbad Phase 1 is expected to be completed within this timeframe. However, there may not be sufficient funds remaining for Encinitas to complete construction. Also, issues such as grade separated pedestrian crossings may impede its progress.
- 3) Oceanside (Phase 2) and Carlsbad (Phase 2) may need additional environmental review and approval beyond the already approved documents. As a result, schedules are unknown at this time. Although these phases may occur after the TEA funds have been obligated, there are additional Congestion Mitigation & Air Quality (CMAQ) funds currently programmed that will be used for the project. In the mean time, the Cities also have initiated the search for additional sources of funds. Despite the different schedules and challenges to funding, all of the Cities and SANDAG are committed to completing the entire length of the Coastal Rail Trail.

Due to the extenuating circumstances surrounding this project, the extension request is beyond the maximum one-year allowed by the Use-it-or-Lose-it Policy (Attachment 3). However, the Policy does permit such an extension, 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 (bold 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"*

Based on the Policy, the Coastal Rail Trail is eligible for the extension under "permitting" as the Cities have been delayed due to the completion of the trail guidelines. Should the Transportation Committee approve the schedule extension, the remainder of the TEA funds previously awarded to these projects (\$1,662,000) will be allocated to continuing the projects.

Project Progress

Listed below are the nine TEA projects. Attachment 4 contains a description of each project, progress made to date, and any pending issues.

- City of San Diego: Mid-City Gateway Project (Phase 1 completed)
- Cities of Coronado & Imperial Beach: Silver Strand Improvements (Phase 1 completed)
- Cities of Oceanside, Carlsbad, Encinitas & Solana Beach: Coastal Rail Trail
- MTDB: San Ysidro Intermodal Transportation Center (Phase 1 completed)
- Cities of Encinitas & Escondido: Biological Core & Linkage Area Habitat Acquisition (Escondido acquisition completed)
- County of San Diego: Escondido Creek Acquisition (Phase 1 completed)
- MTDB: East Village Intermodal Transit Station Improvements
- City of San Diego: Mission Beach Boardwalk
- City of La Mesa: El Cajon Boulevard Revitalization - Completed

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

Based on the latest progress report for the TEA projects for the San Diego region, no funds are in jeopardy of being lost, even with schedule delays for the two projects. According to the latest fund accounting report from Caltrans, the region has obligated over \$16.8 million in TEA funds as of March 2003, which is well above the minimum obligation requirement.

The next TEA quarterly report will be presented at the July 2003 Transportation Committee meeting.

The attachments to the Agenda Item may be obtained by contacting SANDAG's Public Information Office at (619) 595-5347.

Revised Schedules for the Coastal Rail Trail Project

Oceanside Phase 1* & Solana Beach

| Project Phase | Approved Dec-01 | Proposed |
|--|--------------------|---------------|
| Start Environmental Studies | | |
| Draft Environmental Document | | |
| Final CEQA Environmental Document | | |
| Final NEPA Environmental Document | Aug-01 | Aug-01 |
| Obtain Required Permits | Apr-03 | Apr-03 |
| Begin Design Engineering | Jan-02 | Jan-02 |
| Plans, Specifications, and Cost Estimates Complete | Mar-03 | <i>Jun-03</i> |
| Start Right-of-Way Acquisition | Jun-02 | Jun-02 |
| Right-of-Way Certification | Mar-03 | <i>Jun-03</i> |
| Ready to Advertise | Jun-03 | <i>Aug-03</i> |
| Award Construction | Oct-03 | <i>Dec-03</i> |
| Project Completion (open for use) | Sep-04 | Sep-04 |

*From Coast Highway to Vista Way; Vista Way to Waley Street; Waley Street to Oceanside Boulevard

Carlsbad Phase 1** & Encinitas

| Project Phase | Approved Dec-01 | Proposed |
|--|--------------------|---------------|
| Start Environmental Studies | | |
| Draft Environmental Document | | |
| Final CEQA Environmental Document | | |
| Final NEPA Environmental Document | Aug-01 | Aug-01 |
| Obtain Required Permits | Apr-03 | Apr-03 |
| Begin Design Engineering | Jan-02 | Jan-02 |
| Plans, Specifications, and Cost Estimates Complete | Mar-03 | <i>Mar-04</i> |
| Start Right-of-Way Acquisition | Jun-02 | Jun-02 |
| Right-of-Way Certification | Mar-03 | <i>Mar-04</i> |
| Ready to Advertise | Jun-03 | <i>Jun-04</i> |
| Award Construction | Oct-03 | <i>Oct-04</i> |
| Project Completion (open for use) | Sep-04 | <i>Sep-05</i> |

**Tamarack Avenue to Oak Avenue; La Costa Avenue to Poinsettia Coaster Station; Oak Avenue to Carlsbad Village Coaster Station to Carlsbad Boulevard

Proposed changes in italics and shading.

Carlsbad Phase 2 and Oceanside Phase 2 schedules are unknown at this time.

Transportation Enhancement Activities Program (TEA)

Use-It-or-Lose-It Policy

1. **Quarterly Progress Report:** Each project sponsor shall submit a quarterly progress report consisting of the following:
 - Accomplishments in the current quarter;
 - Anticipated progress next quarter;
 - Pending issues and recommended resolutions;
 - Current schedule adhering to the two major milestones and nine intermediate milestones; and
 - Status of budget, including any updates on project cost estimate.

2. **Milestones and Budget:** SANDAG staff will monitor the budget and all eleven (11) milestones shown below.
 - Start Environmental Studies
 - Draft Environmental Document
 - **Final Environmental Document**
 - Obtain Required Permits
 - Begin Design Engineering
 - Complete Plans, Specifications, and Cost Estimates
 - Start Right-of-Way Acquisition
 - Right-of-Way Certification
 - Ready to Advertise
 - **Award Construction**
 - Project Completion (project open for use)

Bold indicates major milestones

3. **Project Delays and Extensions up to One Year**
 - Should any of the intermediate milestones fall behind schedule, the project sponsor shall demonstrate to SANDAG staff that the major milestone schedules will still be met;
 - Should any of the major milestones fall behind schedule, the project sponsor can request an extension of up to one year;
 - For a project that has previously received an extension, the additional extension shall be no more than one year in total;
 - The project sponsor seeking the extension must demonstrate an ability to succeed in the extended time frame;
 - The initial six month extension request shall be determined administratively by SANDAG staff. Requests for extensions of more than six months but less than one year in total shall be determined by the Transportation Committee;
 - If the Agency cannot demonstrate that the project can be delivered with the additional time extension, then SANDAG staff shall recommend a fund reallocation to the Transportation Committee in accordance with Section 4 and 5 below; and

- Any fund reallocation recommendation shall be forwarded to the SANDAG Board for final action.
4. **Extensions Beyond One Year:** Requests totaling more than one year will be considered only for those projects showing extenuating conditions out of the control of the project sponsor, defined as follows:
- 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;
 - 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 project sponsor shall appeal directly to the Transportation Committee providing a detailed justification for the requested extension including a revised project schedule. The Transportation Committee shall grant the additional extension only by a vote of two-thirds majority of eligible voting members in attendance.

5. **AB 1012 Use-It-or-Lose-It Requirements/Fund Reallocation**

Each year, Caltrans distributes a memorandum that indicates the amount of TEA funds each region must obligate or risk losing the funds. Based on the schedules submitted for each of the funded projects, staff has been monitoring the TEA program's obligation commitments for the San Diego region. This policy seeks to ensure project delivery to both meet the State requirements and promote quality projects in the region.

Any reallocation decision should be made with consideration given to the overall TEA program's obligation commitment. In the event the project funds are reallocated, staff will recommend to the Transportation Committee to either move the funds to the existing TEA reserve account (for current TEA projects experiencing cost increases) or to notify the next project applicant on the ranking list of the amount of funds available and request a project schedule and related budget information. If a new project cannot be delivered on a schedule that would avoid a loss of funds to the region, then the funding will be offered to the next project on the priority list. This process will be repeated until a satisfactory project is found.

Revised February 14, 2002

**Transportation Enhancement Activities (TEA) Program Quarterly Progress
Report January to March 2003**

City of San Diego: Mid-City Gateway Project (\$4,255,000 TEA Funds):

The project provides for overpass and median enhancements on El Cajon Boulevard and University Avenue where the two east-west major arterials intersect with the new State Route (SR) 15 freeway corridor (formally 40th Street in Mid-City). The project is divided into two phases: Phase 1 - El Cajon Boulevard from I-15/Central to 43rd Street Median Improvements; and Phase 2 - El Cajon Boulevard and University Avenue Bridge Decks over SR-15 from 39th Street to 41st Street. Progress to date includes:

- Completed Phase 1 construction, entered 90-day maintenance period.
- Completed 100% design drawings for Phase 2, awaiting design review by Caltrans and City's permitting department.
- Continued to consult with the Community Advisory Committee.
- Began document preparation for authorization to proceed from Caltrans.
- Continued to work with the Metropolitan Transit Development Board (MTDB) for transit facility design and future amenities. MTDB contributed \$100,000 toward the project.

Pending Issues: Seeking six-month extension for Phase 2. The preparation and review of the construction bid documents has been moving steadily forward for both El Cajon Boulevard and University Avenue Bridge Decks. The need for additional time in the schedule is largely due to slower than expected review and processing times, the complexity of working with multiple agencies for multiple approvals, and the decision to prepare two complete bid packages for advertising instead of one.

Cities of Coronado & Imperial Beach: Silver Strand Improvements (\$1,161,000 TEA Funds):

This project creates defining gateways at both the north and south entrances of the Silver Strand Scenic Highway (State Route 75) as well as a restored, functional coastal ecosystem. The North Gateway corridor segment encompasses 1.5 miles of Scenic Highway 75, from the Naval Amphibious Base south, and the South Gateway corridor encompasses 2 miles from Emory Cove south to Rainbow Drive in Imperial Beach. It includes enhancement of the area surrounding the bicycle/pedestrian path, bicycle path improvements connecting Imperial Beach to the Bayshore Bikeway, median enhancements, historic landscape restoration, and gateway signage. The project is divided into two phases: Phase 1 - SR 75 enhancement; and Phase 2 - bike spur. Progress to date includes:

- Completed Phase 1 and opened for public use.
- Executed a new contract to begin Phase 2.
- After receiving approval from the San Diego Port District to use the Port Tidelands as a mitigation site for the bike spur (Phase 2), completed site surveys and the Archaeological and History Property Survey reports.
- Submitted project evaluation form and outlined the benefit of the mitigation to the State Parks Department.

Pending Issues: Since the project was divided into two phases, additional costs for Phase 2 is expected, but have not yet been identified.

Cities of Carlsbad, Encinitas, Oceanside, and Solana Beach: Coastal Rail Trail (\$4,513,500 TEA Funds):

This project includes the design and construction of a 16-foot wide multimodal path in the San Diego Northern Railway right-of-way between the San Luis Rey River in the City of Oceanside and the southerly city limit of the City of Solana Beach (approximately 17.6 miles). Progress to date, by jurisdiction, includes:

Cities of Carlsbad/Encinitas/Oceanside (Phase 2)

- The Cities have been awaiting the resolution to the rail trail guidelines and safety setback issue. With the policy statement adopted by the NCTD Board in March 2003, portions of the project that are within the rail right-of-way can resume.

City of Oceanside (Phase 1)

The City identified an area outside of the NCTD right-of-way to construct the rail trail, and in January 2003, the Transportation Committee approved the allocation of \$1,471,000 for this section of the trail. Progress on the remaining section of the trail (Phase2) will resume now that the setback issue is resolved.

- Prepared technical studies for Caltrans review.
- Prepared draft Mitigated Negative Declaration document.
- Prepared Coastal Development Permit process.

City of Solana Beach

Since the rail line runs below grade, Solana Beach was not impacted by the safety setback issue. In January 2003, the Transportation Committee awarded \$1,380,000 in TEA funds to complete its portion of the trail.

- Continue to develop the final design and begin construction documents.
- Prepared Coastal Development Permit process.

Pending Issues: The trail within the City of Solana Beach and a section of the trail within the City of Oceanside are proceeding to previously approved schedule. A schedule extension is being sought for the remainder of the trail.

MTDB: San Ysidro Intermodal Transportation Station (\$1,895,000 TEA Funds):

This project provides improvements to the existing San Ysidro/Tijuana Trolley Station. The enhancements include the creation of a pedestrian plaza to serve the Trolley station and the San Ysidro-Puerto Mexico Port of Entry as well as revisions to vehicular circulation patterns to establish designated bus, taxi, and jitney/shuttle bus passenger boarding areas. The design plans have been

split into two phases. The first phase includes the Pedestrian Bridge and new General Services Administration (GSA) parking lot. The second phase includes the pedestrian plaza, Rail Court modifications, track relocation, and new bus bays. Progress to date includes:

- Completed Phase 1 construction and is currently under maintenance period. The pedestrian bridge is open and operational.
- Continued construction for Phase 2, which is approximately 40% complete.

Pending Issues: Although MTDB has begun construction on Phase 2, negotiations are ongoing with private property owners regarding the appraised value of the properties. Trial dates for the properties have been set but delayed as the negotiations continue. MTDB has settled with one property owner but there are several more to settle. The Intercity Bus Terminal proposed for the second floor of the McDonalds building has serious budget shortfalls. Therefore, the bus terminal building will not be part of the Phase 2 work. MTDB is seeking additional funds from other sources in order to add back this portion of the project.

Cities of Encinitas & Escondido: Biological Core & Linkage Area Habitat Acquisition (\$1,800,000 TEA Funds):

This project involves the purchase of 51 acres of habitat in Escondido and approximately 10 acres in Encinitas. Progress to date includes:

- Site A (Encinitas): Appraisals and environmental assessments have been completed for three parcels. Escrow closed on the largest property on July 12, 2002. Final negotiations with the remaining two property owners are ongoing.
- Site B (Escondido): Escondido's share of the \$1 million in TEA funds was used to help purchase a 50 acre portion (out of 232 acres) of the Bernardo Mountain property in cooperation with the San Dieguito River Park Joint Powers Authority. The total acquisition cost for the 30 acres was \$2,951,693 and was completed in September 2002.

Pending Issues: None.

County of San Diego: Escondido Creek Acquisition (\$2,000,000 TEA Funds):

The project consists of the purchase of valuable habitat land along the Escondido Creek riparian corridor, located in the Escondido Creek watershed in the unincorporated area of San Diego County. Progress to date includes:

- Purchased 31.53 acres of land in June 2002.
- Received Categorical Exemption from Caltrans for the purchase of an additional 179 acres.
- Two offers were made: one was accepted then rejected, another was accepted and a contract has been signed.
- Two other offers are awaiting property owners' decisions.

Pending Issues: None

MTDB: East Village Intermodal Transit Station Improvement (\$4,584,000 TEA Funds):

This project is a part of a larger project along the 12th Avenue/Park Boulevard corridor and the new downtown baseball park station along the Bayside corridor. The enhancements include improved passenger access, widened platforms, street and curb improvements, station amenities, decorative catenary poles, and other aesthetic improvements at four station locations. Progress to date includes:

- Completed construction of the Gaslamp station.
- Due to reduction in the Traffic Congestion Relief Program (TCRP) funds, the construction scope of work was reduced for the Orange Line to Blue Line and for the 12th & Market Stations.

Pending Issues: Award of construction is delayed due to the downscoping of the remaining stations for which other funding sources are being sought. There is no impact to the schedules as the TEA share of the funds has been obligated.

City of San Diego: Mission Beach Boardwalk Project (\$1,186,000 TEA Funds):

This project provides for widening and other improvements, including additional landscaping of the existing Mission Beach Boardwalk between Santa Barbara Place and Pacific Beach Drive, totaling 1.14 miles. Progress to date includes:

- Continued construction including boardwalk widening and installation of street name signs and street lights.

Pending Issues: None

City of La Mesa: El Cajon Boulevard Revitalization (\$1,565,194 TEA Funds):

This project is complete. This project revitalized part of downtown La Mesa via construction of a one-mile section of landscaped median along El Cajon Boulevard and the construction of a gateway sign located west of City of La Mesa limits.

TRANSPORTATION COMMITTEE

April 18, 2003

AGENDA ITEM NO.: **7**

Action Requested: INFORMATION

UPDATE ON SHOWCASE AND EARLY ACTION TRANSIT PROJECTS

Introduction

The 2030 Regional Transportation Plan (RTP), MOBILITY 2030, envisions a regional transit system that is the first choice for many of our trips. The Regional Transit Vision (RTV), the framework for transit improvements in MOBILITY 2030, calls for a network of fast, flexible, reliable, safe, and convenient transit services that connect our homes to the region's major employment centers and major destinations.

Specific transit projects are currently being developed by the Metropolitan Transit Development Board (MTDB) and the North County Transit District (NCTD) to implement the 2030 RTP. These projects are rooted in the Transit First strategy, which focuses on service concepts, transit priority, customer experience, and land use integration in designing and implementing future transit services. The goal is to have one or more Transit First projects in operation within the next three to five years to allow the public and policy makers to experience this new kind of transit in our region.

This report describes the Transit First projects underway by MTDB and NCTD (Attachment 1). The planning, development, and funding of these projects will transfer to SANDAG on July 1, 2003 as part of the agency consolidation.

Discussion

MTDB Transit First Projects

In December 2001, the MTD Board of Directors identified several candidate Transit First projects with the potential to become "showcase projects." Showcase projects would comprehensively demonstrate the attributes of Transit First service and experience. Key features include:

- Limited stop, high frequency rubber-tired transit service that mimics light rail transit service
- Enhanced travel speed through application of dedicated transit lanes, signal priority, and intersection queue jumpers
- Passenger amenities, such as high quality station shelters, low-floor, multiple-door vehicles, Smart Card fare payment, and next vehicle arrival information
- Service "branding" of vehicles and stations to identify the unique service
- Integration with adjacent land uses through station design and pedestrian facilities

Based on an evaluation of ridership potential, ease of implementation (including transit priority treatments and stations), supportive land uses, and estimated cost, MTDB selected one Showcase

Project for development and designated the others Transit First Early Action projects for near-term, possibly phased implementation.

Showcase Project

SDSU – Downtown San Diego: The MTDB Showcase Project extends from downtown San Diego to San Diego State University (SDSU) along Park and El Cajon Boulevards (Attachment 2). It would serve the Mid-City communities, which offer a strong mix of concentrated land uses along the corridor to support the service, and would connect major activity centers such as Balboa Park and the San Diego Zoo with downtown San Diego and SDSU. The routing also provides the opportunity to take advantage of the recently constructed Mid-City transit plaza located on El Cajon Boulevard at Interstate 15, providing connections to other transit services.

The Showcase Project would operate along existing street right-of-way using a combination of shared travel lanes and exclusive transit lanes. Stations would be spaced approximately one-half to one mile apart, with some proposed as curbside stations and others as street median stations.

To date, MTDB has identified proposed station sites and transit priority treatment concepts and locations for the entire project corridor. Due to funding constraints, current work is focused on preparing design drawings and construction cost estimates for those portions of the Showcase Project that would likely be implemented in an initial phase. Those components include:

- Signal priority improvements along the entire corridor outside of downtown San Diego;
- Construction of the transit lanes on El Cajon Boulevard from Park Boulevard to 43rd Street;
- Construction of five stations along each side of El Cajon and Park Boulevards;
- An inventory of needed pedestrian improvements along the corridor; and
- Design of a standard or prototype station.

Once further project detail is developed, an environmental impact assessment for the project will need to be prepared. In addition, MTDB has been coordinating with the City of San Diego Park and Recreation Department on the City's Balboa Park traffic and circulation study and has asked the City to assist in implementing the Showcase Project by converting the parking lane on Park Boulevard to a transit lane, while replacing on-street parking with structures.

MTDB also is developing an operating plan that would adjust existing transit service in the corridor to avoid duplication and minimize increases in operating expenditures. The ability to achieve operating expenditure efficiencies enhances the likelihood of implementing the Showcase Project in the short term.

A Project Review Committee (PRC) of community stakeholders has been established for the Showcase Project to help guide the project development. The first PRC meeting was held on March 10, 2003.

Future phases of the project would include the preparation of final design drawings for the initial segment of the project, and preliminary and final design of the remaining segments. The project schedule calls for completion of the preliminary design drawings in March 2004 and completion of final design drawings in March 2005. Completion of these would render the Showcase Project "implementation ready." If funding permits, construction and vehicle acquisition would then begin,

and the initial service would be launched in Summer/Fall 2006. Total project cost for the initial implementation is estimated to be \$31.0 million.

Funding to undertake these additional development activities and subsequent implementation will be subject to funding availability and priorities over the next few years. The Showcase Project is included in both the Reasonably Expected Revenue and Revenue Constrained scenarios of the 2030 RTP.

MTDB Early Action Projects

Mid-Coast Corridor – In February 2002, the MTD Board of Directors adopted a Transit First project strategy for the Mid-Coast corridor. The Mid-Coast corridor extends from Mission Valley on the south to North University City/Sorrento Mesa on the north, and generally from Kearny Mesa and the Miramar Marine Corps Air Station on the east to the coast on the west.

The Mid-Coast Corridor cannot be effectively served by a single project or route. Instead, a network of services to meet the different travel and market demands is needed to serve the multiple activity centers, high residential and employment densities, and heavy travel demands in the corridor. The Transit First strategy consists of a network of Early Action projects as well as longer term, more capital intensive transit projects consistent with the 2030 RTP as follows:

- *North University City Super Loop* – The Super Loop Early Action Project would provide an enhanced bus service for intra-community trips in the North University City area. The Super Loop would serve as a core for transit service within the community and provide an enhanced collector/distributor service for regional transit services. Using priority treatments and “branded” vehicles and stations, the Super Loop would connect major activity centers, such as University Towne Center (UTC), University of California, San Diego (UCSD), the future Nobel Drive Coaster station, and residential and employment areas within North University City.
- *Convert Existing Services to Transit First Bus Rapid Transit (BRT) Service* – There are currently five regional transit routes that serve the University City/Sorrento Mesa area. These routes could be converted to Transit First BRT service in the short-term by adding transit priority treatments (including use of freeway shoulder lanes for transit), consolidating bus stops and transforming key stops into stations, implementing minor re-routings, increasing service frequency, and branding the service. Some of the operating costs of the existing bus service would be transferable to the Transit First services to minimize duplication along the route. By converting one or more existing services, we can start to implement the network and a variety of services that will allow transit to make an impact in the area.
- *I-805 Early Action BRT Service(s)* – There is a high travel demand along the I-805 freeway to Sorrento Mesa and North University City (i.e., approximately 60 percent of all trips into the North University City area are from I-805). Many trips to this major employment destination originate in the South Bay, while sizable portions originate in East County and throughout the central region and use a segment of I-805 for part of their journey. To address this demand, implementation of a peak period Transit First BRT service along the I-805 corridor to Sorrento Mesa and UTC is proposed as an Early Action project. Such service would take

advantage of freeway shoulder lanes along I-805, limited stations (5+ miles apart), and other priority treatments along arterial street segments of the routes.

These Mid-Coast Early Action projects are in the planning and conceptual design stage. Funding will likely be available through federal Mid-Coast grants and/or an FY 2003 \$500,000 federal earmark (for the I-805 project) to make some or all of the proposed projects "implementation ready" (completion of final design). Implementation of the projects will be dependent on funding availability. Funding for the Mid-Coast corridor improvements is included in the 2030 RTP Reasonably Expected Revenue scenario.

In the longer term, the I-805 BRT service would be able to take advantage of the planned I-805 High Occupancy Vehicle (HOV)/Managed Lanes. The Mid-Coast light rail transit (LRT) project from Old Town to North University City, scheduled to open in 2012, also is included in both the Reasonably Expected Revenue and Revenue Constrained scenarios.

Otay Mesa to Downtown San Diego – This Early Action project generally follows the same alignment as the South Bay LRT project adopted by the MTD Board of Directors in 1992, and would replace LRT in the future transit network. The BRT route would operate between the Otay Mesa Border Crossing and downtown San Diego via Otay Ranch, providing residents in eastern Chula Vista with a direct connection to downtown San Diego. Otay Ranch had been designed and developed with transit oriented "villages" with transit stations and rights-of-way already set aside in the communities. The project would take advantage of the transit rights-of-way in Otay Ranch Villages One, Five, and Six and in the Freeway-Oriented Commercial development, which includes a 200-space park and ride lot for transit.

The project would be phased in two segments. Phase 1 would extend between downtown San Diego and the Eastern Urban Center in Otay Ranch. The BRT service would operate using freeway shoulder lanes along I-805 and SR 94. Phase 2 would extend the route to the Otay Mesa Border Crossing via SR 125. In the long term, the route would use the HOV/Managed Lanes facilities proposed on I-805 and SR 94.

Planning and conceptual design are underway for this project. Additional funding will be needed in order to make the project "implementation ready" and to begin project construction and operations. The project is included in both the 2030 RTP Reasonably Expected Revenue and Revenue Constrained scenarios.

South Bay to Sorrento Mesa – This Early Action project would connect the inland South County area with job centers in Kearny Mesa and Sorrento Mesa via the I-805 and/or I-15 freeway corridors. The project would have the added benefit of connecting with the North University City Super Loop, downtown San Diego to SDSU Showcase Project, and Otay Mesa to downtown San Diego BRT services, creating a network of Transit First Showcase/Early Action projects. Analysis of this corridor will be conducted through work on the Mid-Coast Corridor projects and the Otay Mesa to downtown San Diego project.

North Bay and Beach – Initially pursued as an Early Action project, the North Bay and Beach Project would extend from the Old Town Transit Center to Pacific Beach along Sports Arena Boulevard, West Mission Bay Drive, and Mission Boulevard. After some initial planning work, the complexity of the project deemed it unsuitable as an Early Action project. However, there are some opportunities

to implement spot transit priority treatments along the general project alignment in order to enhance existing transit services in the area. Ongoing coordination with the Sports Arena and Quivira Basin redevelopment projects, the Sea World expansion planning, and the City of San Diego's West Mission Bay Drive bridge replacement project warrant continued work in this area to address both short-term transit improvements and ensure that long-term transit plans are incorporated into land use and infrastructure changes over time. MTDB is actively engaged in this coordination. This project is included in the 2030 RTP Reasonably Expected Revenue scenario.

NCTD Transit First Projects

NCTD and SANDAG have completed preliminary analysis on a number of potential showcase/early action project corridors in the North County area. In May 2002, the NCTD Board of Directors reviewed nine candidate projects and short-listed two. In FY 2004, SANDAG and NCTD plan to conduct more detailed analysis/preliminary engineering for the following two potential showcase/early action project corridors:

Oceanside to Vista – This corridor connects major activity centers in the Mission Avenue corridor and two of NCTD's busiest transit centers in the Cities of Oceanside and Vista. On average, local transit service in this corridor (Route 303) exceeds current capacity, most critically during the peak period. There also are transit supportive land uses adjacent to the corridor. This route would serve the San Luis Rey Transit Center, a major transit center currently under study by NCTD. The route also would provide important feeder services to the Coaster and Sprinter rail lines.

Escondido – This Escondido Transit Center to North County Fair corridor currently has high all-day demand, with particular challenges during the peak period. Key activity centers include the Escondido Central Business District, San Pasqual High School, Kit Carson Park, and North County Fair. Implementation of a showcase/early action BRT project in this corridor would provide the opportunity to demonstrate the extension of the Sprinter to North County Fair (which is included in both the Reasonably Expected Revenue and Revenue Constrained scenarios of the 2030 RTP). Current transit services in the corridor are subject to severe peak hour traffic congestion, and would benefit from traffic signal and other transit priority treatments. Implementation of a project in the corridor also would connect the Sprinter with the I-15 BRT services.

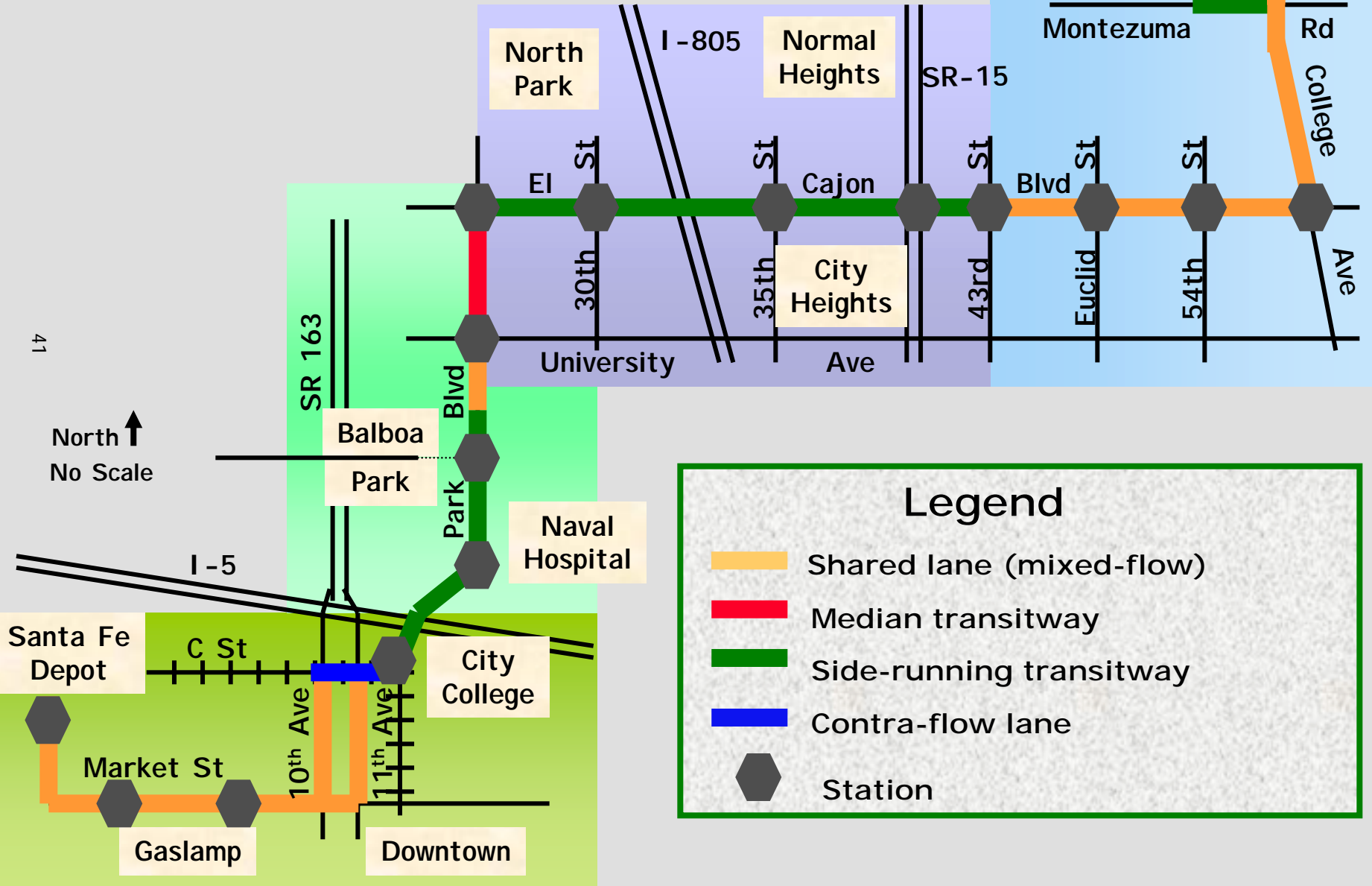
Two other corridors have been identified by the NCTD Board of Directors for further study of spot improvements to benefit existing local transit services. These are the Oceanside to Encinitas Coast Highway corridor (portion of the Route 101) and the Encinitas to Oceanside via El Camino Real corridor (Route 309).



Transit First Showcase SDSU-Downtown Project

41

North ↑
No Scale



Legend

-  Shared lane (mixed-flow)
-  Median transitway
-  Side-running transitway
-  Contra-flow lane
-  Station

TRANSPORTATION COMMITTEE

April 18, 2003

AGENDA ITEM NO.: **8**

Action Requested: INFORMATION

REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM UPDATE

Introduction

Demand Management is one of the four major components identified in the 2030 Regional Transportation Plan for increasing mobility in the San Diego region. Since 1995, SANDAG has administered the Regional TDM Program. Through RideLink, SANDAG coordinates a number of free commuter services to promote alternatives to driving alone to work or school. These services focus on ways to manage demand for transportation facilities, particularly during the peak periods.

Current programs and services include ridematching, regional vanpool, guaranteed ride home, and bike locker programs, and assistance to employers and schools. More information on these services can be found at www.ridelink.org or by calling 1-800-COMMUTE. New directions for the Regional TDM Program in FY 2004 focus on teleworking and flexible work hours, which rely heavily on cooperation from San Diego's employers and commuters, financial incentives, and car sharing.

Discussion

The Regional TDM Program offers many services through the RideLink program commonly found at rideshare agencies across the country as well as a few services not found anywhere else. Several new services and products are planned for launch in FY 2004. The TDM program assists employers, employees, and students with identifying and using alternative ways to commute to work or school. The programs and services currently offered and those new services proposed for FY 2004 are summarized below.

Current TDM Services

Regional Vanpool Program – The Regional Vanpool Program is designed to provide long distance commuters with an alternative to driving alone. SANDAG contracts with two vanpool vendors to provide the vehicles, maintenance, and insurance. Drivers lease the vans on a month-to-month basis. SANDAG contributes \$400 per van per month to assist the passengers with the lease costs.

As of March 2003, there were 264 vanpools and 2,458 passengers in the Regional Vanpool Program. A recent survey of vanpool passengers revealed that 72 percent of the participants used to drive alone to work before joining the program. Almost all of the participants (97%) have access to at least one personal vehicle. The top three destinations are Coronado/NASNI (43 vans), Kearny Mesa (22 vans), and Centre City (20 vans). The top origin is Riverside County, which has 98 vans enrolled in the program. Currently, the average one-way distance for the vanpools is 57 miles.

Employer Outreach – SANDAG assists employers in developing value-added commuter programs. Recent changes in the federal tax code allow area employers to offer employees up to \$100 per month in the form of transit passes or vouchers, including vanpool vouchers. The employer is allowed a tax deduction for the amount contributed, and this commuter fringe benefit also is tax free to the employee. To encourage more employers in the San Diego region to take advantage of

this program, RideLink offers to conduct a free baseline survey to determine how many employees may take advantage of a transportation benefit plan and then shows the employer how to use the information for implementation.

Carpool/Vanpool Matching – RideLink maintains a database of commuters who are interested in joining a carpool or vanpool. Users can request a matchlist online, via telephone, or through their employer via a survey. Matchlist requests are typically responded to within 24 hours. Once a commuter receives the matchlist, it is up to them to contact the other commuters listed.

Guaranteed Ride Home (GRH) Program – The GRH Program provides a free taxicab ride or 24-hour car rental to those who use a commute alternative at least three days per week. Registered participants can use this service in the event of a family/personal emergency, illness, or unscheduled overtime up to three times per year. In February 2003, MTDB's emergency ride home program was consolidated with the SANDAG GRH program, which now includes Coaster and express bus passengers. As of March 2003, there were 2,797 active registrants. Over the past year, an average of 15 commuters per month used the GRH program.

School Services – RideLink offers a SchoolPool program that helps parents whose children attend the same schools to form carpools. RideLink has established 11 partnerships which allow for rewards to be given at the end of every month to those participating SchoolPool families. The winners are randomly chosen from those seeking ridematches the previous month.

Regional Bike Locker Program – Bike lockers provide cyclists a secure place to store their bike at key commute locations. As of March 2003, there are 645 lockers in the program, and 454 active participants. As a part of a pilot project to demonstrate the viability of on-demand bicycle lockers, SANDAG and NCTD recently purchased 36 electronically controlled bicycle lockers (e-Lockers). The e-Lockers are available on a first-come, first-served basis and are not assigned to one user. The three pilot locations include: Oceanside Transit Center, Poinsettia Coaster Station, and the Solana Beach Coaster Station. If the pilot program proves successful, the entire bicycle locker system could be converted as old lockers reach the end of their useful life.

New Directions

Telework / Flex Time – In FY 2004, SANDAG will solicit five employers to participate in a telework pilot program. SANDAG will partner with the pilot participants to develop a customized telework program and will provide information, assist in policy development, and assist with program set up and monitoring. Results of the pilot program are intended to be used to help recruit additional employer participation in telework and flexible work hour strategies.

Financial Incentives – Beginning in FY 2004, SANDAG will develop a pilot incentive program to test varying levels and types of incentives that reward employers who participate in commuter programs. Results of the pilot program will be used to study the potential for developing a more permanent set of incentives and corresponding financing mechanisms.

Car Sharing Pilot Project – SANDAG is developing a pilot project to test the applicability of car sharing as a means of enhancing the regional transit system (as reported in last month's Transportation Committee report). Work is underway on an RFP that seeks a car sharing organization to provide the service for the pilot project.

TDM program updates will be provided to the Transportation Committee in conjunction with key program milestones.