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TRANSPORTATION COMMITTEE AGENDA

**Friday, August 1, 2003
9:00 a.m. – 12 Noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego, CA 92101-4231**

AGENDA HIGHLIGHTS

- **I-15 EXPRESS LANES OPERATIONS**
- **TRANSPORTATION FOR SENIOR CITIZENS**
- **TRANSIT STATION JOINT DEVELOPMENT PROJECTS**

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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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TRANSPORTATION COMMITTEE AGENDA

Friday, August 1, 2003

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

ITEM

RECOMMENDATION

CONSENT ITEMS (1 to 6)

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. **2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENT NO. 13 – VARIOUS PROJECTS (Sookyung Kim) – pp. 6 - 20** **APPROVE**

The 2002 RTIP, approved by the SANDAG Board of Directors in June 2002, is a five-year program of major transportation projects in the San Diego region covering the period from FY 2003 to FY 2007. In response to recent state budget actions that have suspended or reduced available state transportation funding, Amendment No. 13 to the 2002 RTIP adjusts funds between various ongoing projects to keep them on schedule. The amendment also includes other requested project additions and changes from local agencies. The Transportation Committee is asked to adopt Resolution 2004-01 approving Amendment No. 13 to the 2002 RTIP.

- + 2. **TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENTS – SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB) (Sookyung Kim) – pp. 21 - 22** **APPROVE**

TDA provides ¼ percent of State sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. MTDB has requested an amendment to its FY 2003 TDA claim, which included carryover funds reserved for transit capital projects. The requested amendment includes \$995,299 to cover costs associated with the East County Bus Maintenance Facility and for the reimbursement of administrative costs for County of San Diego transit staff. The Transportation Committee is asked to adopt Resolution 2004-02 approving this claim amendment.

- + 3. **FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA) PROGRAM QUARTERLY PROGRESS REPORT (Sookyung Kim) – pp. 23 - 27** **INFORMATION**

This report summarizes the progress made on the TEA projects during the period April 1 to June 30, 2003. Of the nine TEA-funded projects, two are complete, and the remaining seven are progressing according to their approved schedules.

ITEM #		RECOMMENDATION
+ 4.	<p data-bbox="212 254 1198 296">I-805/I-5 TRANSPORTATION STUDY UPDATE (Elisa Arias) – p. 28</p> <p data-bbox="212 296 1198 527">Begun in FY 2003, the I-805/I-5 Transportation Study is developing recommendations for transportation improvement alternatives along the entire Interstate 805 corridor and Interstate 5 south of SR 54 to the international border. SANDAG and Caltrans are jointly managing the study, with the assistance of a Technical Working Group appointed by the Transportation Committee. This item provides a status report of activities to date.</p>	INFORMATION
+ 5.	<p data-bbox="212 554 1198 596">QUARTERLY TRANSIT COORDINATION DEVELOPMENT REVIEW REPORT (Chris Kluth) – pp. 29 - 31</p> <p data-bbox="212 596 1198 716">This item provides a status report on transit facilities and accommodations secured through the development review process during the third quarter of FY 2003.</p>	INFORMATION
+ 6.	<p data-bbox="212 743 1198 785">REGIONAL RAIL GRADE SEPARATION STUDY (Jose Nuncio) – pp. 32 - 33</p> <p data-bbox="212 785 1198 1052">The objective of this study is to assess the regionwide need for rail grade separations, both roadway and pedestrian. A preliminary list of candidate projects includes intersections along the San Diego Trolley system, the Oceanside-Escondido Rail line, and the Coastal Rail Corridor. Emphasis will be on determining project prioritization criteria, and on developing a set of design guidelines for pedestrian crossings. This item summarizes activities to date.</p>	INFORMATION
7.	<p data-bbox="212 1079 1198 1121">PUBLIC COMMENTS/COMMUNICATIONS/ MEMBER COMMENTS</p> <p data-bbox="212 1121 1198 1272">Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each. Committee members also may provide information and announcements under this agenda item.</p>	INFORMATION

REPORTS

+ 8.	<p data-bbox="212 1388 1198 1430">I-15 EXPRESS LANES OPERATIONS (Joe Hull, Caltrans; Heather Werdick, SANDAG) – pp. 34 - 36</p> <p data-bbox="212 1430 1198 1619">Caltrans staff will update the Transportation Committee on current operations of the I-15 Express Lanes between State Routes 56 and 163, including the proposal for weekend operations and the effects of construction activities on weekday Express Lanes traffic. Information about the current I-15 FasTrak™ program also is provided.</p>	INFORMATION
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ITEM #		RECOMMENDATION
+ 9.	<p>TRANSPORTATION FOR SENIOR CITIZENS (Nan Valerio, SANDAG; Cindy Watson, City of Oceanside) – pp. 37 - 39</p> <p>This item provides an overview of the San Diego region’s existing transit and paratransit programs serving senior citizens, and plans to address transportation for seniors. City of Oceanside staff also will summarize the results of a city survey on senior transportation. The Transportation Committee is asked to refer the City of Oceanside Senior Survey report to the Subcommittee for Accessible Transportation (SCAT) for its review. SCAT’s recommendations will be reported back to the Transportation Committee at a future date.</p>	REFER
+ 10.	<p>TRANSIT STATION JOINT DEVELOPMENT PROJECTS (Miriam Kirshner) – pp. 40 - 45</p> <p>This item provides an overview of transit station joint development issues, including status reports on project development activities at the Morena Vista, Grossmont, and E Street Trolley stations, the Solana Beach COASTER station , and the proposed San Luis Rey Transit Center project in Oceanside.</p>	INFORMATION
+ 11.	<p>TRANSIT FIRST NOW! PROGRAM UPDATE (Toni Bates) – pp. 46 - 54</p> <p>SANDAG’s FY 2004 Overall Work Program includes a work element to develop spot priority treatments to allow existing transit services to bypass congestion, improve reliability, and decrease travel time. This item provides a status report on these strategies, known as the Transit First Now! program.</p>	INFORMATION
12.	<p>ADJOURNMENT AND UPCOMING MEETING</p> <p>The next Transportation Committee meeting is scheduled for Friday, August 15, 2003 from 9 a.m. to 12 noon.</p>	INFORMATION

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

+ next to an agenda item indicates an attachment

TRANSPORTATION COMMITTEE

August 1, 2003

AGENDA REPORT NO.: **1**

Action Requested: APPROVE

2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENT NO. 13 – VARIOUS PROJECTS

Introduction

The 2002 Regional Transportation Improvement Program (RTIP) is a five-year program of major transportation projects in the San Diego region covering the period from FY 2003 to FY 2007. At its meeting on June 28, 2002, the SANDAG Board adopted the 2002 RTIP. Due to the ongoing state budget issues that have resulted in the suspension or reduction of state transportation funds, Amendment No. 13 adjusts funds among various projects to ensure these projects can continue. In addition, agencies have submitted various technical revisions for inclusion in this amendment.

Recommendation

It is recommended that the Transportation Committee adopt Resolution 2004-01 approving Amendment No. 13 to the 2002 RTIP, as shown in Table 1.

Discussion

During the course of the two-year RTIP cycle, SANDAG processes amendments on a quarterly basis, or when circumstances prompting the amendments are compelling. Due to the current state budget crisis, the funding for several of the region's projects remains uncertain. Staff is attempting to ensure that projects maintain their schedule by shifting funds among projects. Amendment No. 13 includes these adjustments as discussed below. In addition, agencies have submitted requests for changes to projects. Table 1 describes each project and the reasons for the requested amendment.

Caltrans

I-15 Managed Lanes (CAL18): At its April 18, 2003 meeting, the Transportation Committee approved Amendment No. 8 increasing Right-of-Way (ROW) by \$2.5 million. Since then, Caltrans has notified SANDAG that the ROW cost has not increased, but that the Preliminary Engineering (PE) phase needs additional funds. Caltrans requested that the same amount be moved from ROW to PE. The total project cost remains \$335,595,000.

SR 52 Freeway (E & F) (CAL26/27): Both segments of the project are in need of additional ROW funds. For Stage E, properties are in condemnation requiring additional funds. For Stage F, the property appraisals came in higher than initially estimated. Stage D (Mission Gorge to SR 125) is complete and a total of \$10 million in *TransNet-H* savings were realized. These savings are being proposed to fund the ROW increases for Stage E (\$4.5m) and Stage F (\$5.5m). The new project cost for Stage E is \$148,210,000 and \$151,590,000 for Stage E.

SR 78 Truck Climbing Lane (CAL30): Due to the state budget crisis, the California Transportation Commission (CTC) has suspended the allocation of the State Transportation Improvement Program-Regional Improvement Program (STIP-RIP) funds. In order to ensure that STIP-RIP funded projects continue without delay, this amendment proposes to transfer \$1.1 million in *TransNet-H* funds programmed for CAL30 to other projects (CAL69 – discussed in the next paragraph and SAN09/11/14/16/18 – discussed later). CAL30 has \$1.7 million in *TransNet-H* funds that are not needed until FY 2005. This amendment would replace \$1.1 million in *TransNet-H* funds with Regional Surface Transportation (RSTP) funds. The total project cost remains \$5,868,000.

Noise Barrier Program (CAL69): Due to CTC's action to suspend allocation of STIP-RIP funds, *TransNet-H* funding from CAL30 is proposed as a local match to the RSTP funds as a contingency to STIP-RIP funds. Because CTC has not officially declared the STIP-RIP funds as lost, SANDAG must assume its availability. The *TransNet* funds are being programmed so that this project can continue on schedule while awaiting further CTC action. Therefore, the total project cost increases by the contingency amount and is now \$2,209,000.

Advanced Technology Bridge (CAL70): This project received an additional \$400,000 in Innovative Bridge Research and Construction (IBRC) funds in the FY 2003 federal appropriations. The University of California San Diego also is pledging additional funds. The total project cost increases to \$26,069,000.

Others: There are other minor project revisions including moving funds between phases and fiscal years.

City of Escondido

Citracado Parkway (ESC03/Nordahl Bridge (ESC13)): The City of Escondido received \$2.25 million in Demonstration (DEMO) funds for ESC03 in FY 1998. Since then, the City has requested the transfer of the DEMO funds to ESC13. The City has received a letter of approval from Congressman Randy Cunningham, and this amendment reflects the transfer. The total project cost for ESC03 is reduced to \$1.9 million, while the total project cost for ESC13 increased to \$3,152,000.

North County Transit District

Preventive Maintenance (NCTD02)/Rail Vehicle & Related Equipment (NCTD20): The North San Diego County Transit Development Board (NCTD) is eligible to receive Section 5309 Fixed Guideway (FG) funds for its COASTER commuter rail beginning in FY 2004. Rail operators become eligible for these funds after seven years of operation. The COASTER has been in operation since February 1995. Out of the \$13.9 million apportioned to the San Diego region, NCTD is eligible to receive \$2.3 million. This amendment replaces \$2.3 million in Section 5307 Urbanized Formula funds with FG funds for these two projects. The total project cost remains the same for both projects – \$55,875,000 for NCTD02 and \$3,523,000 for NCTD20.

City of San Diego

The City has requested revisions to two projects (SD51 and SD54) and the addition of one project (SD101) to this amendment.

SANDAG

Traffic Signal Projects (SAN09): In the past, Congestion Mitigation Air Quality (CMAQ) funds for traffic signal projects were 100% federally funded. However, Caltrans now requires a local match for the CMAQ funds programmed for this project. *TransNet-H* from CAL30 is proposed for the match. The total project cost increases to \$213,000.

Regional Rideshare Program (SAN11): This project includes multiple funding sources including RSTP and STIP-RIP funds. Since RSTP funds have more flexible uses for other transportation projects, and since this project is a good candidate for CMAQ funds, this amendment proposes to exchange FY 2003 and FY 2004 RSTP funds with CMAQ funds. The RSTP funds would be transferred to the RSTP reserve. In addition, with the CTC's action to suspend allocation of STIP-RIP funds, a like amount of CMAQ funds with *TransNet-H* from CAL30 as a local match is being proposed as a contingency to the STIP-RIP funds. Because CTC has not officially declared that the STIP-RIP funds are lost, SANDAG must assume its availability. The CMAQ and *TransNet* funds are being programmed so that this project can continue on schedule while awaiting further CTC action. Therefore, the total project cost increases by the contingency amount and is now \$20,613,000.

Regional Transportation Management System (RTMS) (SAN14): This amendment proposes to combine Phase 1 of RTMS (SAN14) with Phase 2 (SAN17) and program *TransNet-H* funds from CAL30 as a local match to the CMAQ funds as a contingency for the STIP-RIP funds. Because CTC has not officially declared that the STIP-RIP funds are lost, SANDAG must assume its availability. The *TransNet* funds are being programmed so that this project can continue on schedule while awaiting further CTC action. Therefore, the total project cost increases by the contingency amount and is now \$6,162,000.

Automated Traveler Information System (SAN16): Due to CTC's action to suspend allocation of STIP-RIP funds, *TransNet-H* from CAL30 is being proposed as a local match for both CMAQ and Intelligent Transportation System (ITS) funds as a contingency to STIP-RIP funds. Because CTC has not officially declared that the STIP-RIP funds are lost, SANDAG must assume its availability. The *TransNet* funds are being programmed so that this project can continue on schedule while awaiting further CTC action. Therefore, the total project cost increases by the contingency amount and is now \$9,573,000.

Regional Performance Monitoring System (SAN18): Due to CTC's action to suspend allocation of STIP-RIP funds, *TransNet-H* from CAL30 is being proposed as a local match for CMAQ funds as a contingency to STIP-RIP funds. Because CTC has not officially declared that the STIP-RIP funds are lost, SANDAG must assume its availability. The *TransNet* funds are being programmed so that this project can continue on schedule while awaiting further CTC action. Therefore, the total project cost increases by the contingency amount and is now \$223,000.

U.S. Bureau of Indian Affairs

In a letter dated June 19, 2003, the Federal Highway Administration (FHWA) provided the approval of the FY 2003-2005 Indian Reservation Road and Bridge Transportation Improvement Program for the Bureau of Indian Affairs projects that are located in California. There are seven projects in the San Diego region. The lump sum for these projects total \$6,103,000.

Air Quality Analysis

On March 28, 2003, SANDAG adopted the 2030 Regional Transportation Plan (RTP), including the air quality conformity finding, and re-determined conformity to the 2002 RTIP in conformance with the Regional Air Quality Strategy/ State Implementation Plan for the San Diego region.

Projects in Amendment No. 13 have been demonstrated to satisfy the requirements of 40 CFR 93.118 and 93.119 without a new regional emissions analysis in accordance with the provisions of 40 CFR 93.122(e)(2)(ii). The projects in Amendment No. 13 were included in the regional emission analysis of the 2030 RTP with design, concept, and scope adequately detailed to determine their contribution to the RTP's regional emissions at the time of conformity determination, and that the design concept, scope, and implementation schedule of the projects are not significantly different from that described in the 2030 RTP. Other projects identified in Amendment No. 13 are either non-capacity increasing or exempt from the requirement to determine conformity according to section §93.126 of the Transportation Conformity Rule. SANDAG followed interagency consultation procedures to determine that these projects were exempt. The funding for the projects in Amendment No.13 will not delay the implementation of the RTIP. The 2002 RTIP, including Amendment No. 13, remains in conformance with the air quality program.



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RESOLUTION

NO. 2004-01

APPROVING AMENDMENT NO. 13 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, various agencies have 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. 13; and

WHEREAS, projects in Amendment No. 13 have been demonstrated to satisfy the requirements of 40 CFR 93.118 and 93.119 without a new regional emissions analysis in accordance with the provisions of 40 CFR 93.122(e)(2)(ii); and

WHEREAS, the projects in Amendment No. 13 were included in the regional emission analysis of the 2030 RTP with design, concept, and scope adequately detailed to determine their contribution to the RTP's regional emissions at the time of conformity determination, and that the design concept, scope, and implementation schedule of the projects are not significantly different from that described in the 2030 RTP.

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

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

BE IT RESOLVED that the Transportation Committee does hereby approve the attached Table 1 as Amendment No. 13 to the 2002 Regional Transportation Improvement Program.

BE IT FURTHER RESOLVED that SANDAG finds the 2002 RTIP, including Amendment No. 13, in conformance with the SIP and RAQS for the San Diego region.

BE IT FURTHER RESOLVED that Amendment No. 13 to the 2002 RTIP is consistent with SANDAG Intergovernmental Review Procedures.

BE IT FURTHER RESOLVED that Amendment No. 13 to the 2002 RTIP is consistent with SANDAG Public Participation Policy.

PASSED AND ADOPTED this 1st day of August, 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. 13
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL01		CAPACITY STATUS: NCI								
TITLE: I-5 Del Mar Heights Auxiliary Lane										
DESCRIPTION: From Del Mar Heights Road to Via De La Valle - construct northbound auxiliary lane										
<i>Change Reason:</i> Revise funding by phase										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
STIP-RIP	\$6,100	\$615		\$5,485				\$536	\$79	\$5,485
TOTAL:	\$6,100	\$615		\$5,485				\$536	\$79	\$5,485
<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	\$6,100	\$615		\$5,485				\$562	\$53	\$5,485
TOTAL:	\$6,100	\$615		\$5,485				\$562	\$53	\$5,485

MPO ID: CAL09		CAPACITY STATUS: CI								
TITLE: I-5 HOV/Managed Lanes Study										
DESCRIPTION: From San Diego to Oceanside - construct HOV/Managed Lanes										
<i>Change Reason:</i> Revise RSTP and STIP-RIP funds										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
IMD	\$4,000		\$4,000					\$4,000		
RSTP	\$4,000	\$4,000						\$4,000		
STIP-RIP	\$2,000	\$518	\$1,482					\$2,000		
STP	\$2,000		\$2,000					\$2,000		
TOTAL:	\$12,000	\$4,518	\$7,482					\$12,000		
<i>PROJECT PRIOR TO AMENDMENT</i>										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
IMD	\$4,000		\$4,000					\$4,000		
RSTP	\$3,541	\$3,541						\$3,541		
STIP-RIP	\$2,796	\$459	\$2,337					\$2,796		
STP	\$2,000		\$2,000					\$2,000		
TOTAL:	\$12,337	\$4,000	\$8,337					\$12,337		

**Table 1
2002 Regional Transportation Improvement Program
Amendment No. 13
San Diego Region (in \$000s)**

Caltrans (contin.)

MPO ID: CAL18		CAPACITY STATUS: CI								
TITLE: I-15 Managed Lanes (Corridor-Middle)										
DESCRIPTION: Construct Managed Lanes (freeway element)										
Change Reason: Move \$2.5m in STIP-RIP from ROW to PE (Amend No. 8 increased ROW by \$2.5 m which was not needed. This same amount is being moved to PE as its cost has increased)										
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	\$43,259		\$43,259							\$43,259
STIP-RIP	\$24,500	\$4,500		\$20,000				\$7,000		\$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:	\$335,595	\$35,300	\$71,107	\$227,088	\$2,100			\$24,800	\$13,000	\$297,795
<i>PROJECT PRIOR TO AMENDMENT</i>										
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	\$43,259		\$43,259							\$43,259
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:	\$335,595	\$35,300	\$71,107	\$227,088	\$2,100			\$22,300	\$15,500	\$297,795

MPO ID: CAL26		CAPACITY STATUS: CI								
TITLE: SR 52 Freeway (E)										
DESCRIPTION: In Santee - SR 125 to Cuyamaca Street - construct 4 lane freeway (west end)										
Change Reason: Revise funding by phase and increase TransNet-H funds by \$4.5m due to cost increases in ROW (savings from completed SR 52 (D) Mission Gorge to SR 125)										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
DEMO	\$2,250	\$2,250							\$2,250	
RSTP	\$10,100	\$10,100							\$10,100	
TransNet-H	\$55,960	\$14,200		\$41,760					\$24,200	\$31,760
STIP-IIP	\$3,400	\$3,400						\$2,400	\$1,000	
STIP-RIP	\$31,500	\$25,500		\$6,000				\$2,500	\$23,000	\$6,000
TCRP	\$45,000	\$25,000		\$20,000					\$25,000	\$20,000
TOTAL:	\$148,210	\$80,450		\$67,760				\$4,900	\$85,550	\$57,760
<i>PROJECT PRIOR TO AMENDMENT</i>										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
DEMO	\$2,250	\$2,250							\$2,250	
RSTP	\$10,100	\$10,100							\$10,100	
TransNet-H	\$51,460	\$14,200		\$37,260				\$7,020	\$14,200	\$30,240
STIP-IIP	\$3,400	\$3,400						\$3,400		
STIP-RIP	\$31,500	\$25,500		\$6,000				\$2,500	\$23,000	\$6,000
TCRP	\$45,000	\$25,000		\$20,000					\$25,000	\$20,000
TOTAL:	\$143,710	\$80,450		\$63,260				\$12,920	\$74,550	\$56,240

**Table 1
2002 Regional Transportation Improvement Program
Amendment No. 13
San Diego Region (in \$000s)**

Caltrans (contin.)

MPO ID:	CAL27	CAPACITY STATUS:	CI
TITLE:	SR 52 Freeway (F)		
DESCRIPTION:	In Santee, Cuyamaca Street o SR 67 - Construct 4-lane freeway		
Change Reason:	Increase TransNet-H funds by \$5.5m due to cost increases in ROW (savings from completed SR 52 (D) Mission Gorge to SR 125)		

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-H	\$16,090		\$10,590	\$5,500					\$16,090	
STIP-RIP	\$135,500	\$3,500	\$19,495	\$15,001	\$15,001	\$11,110	\$71,393	\$4,105	\$60,002	\$71,393
TOTAL:	\$151,590	\$3,500	\$30,085	\$20,501	\$15,001	\$11,110	\$71,393	\$4,105	\$76,092	\$71,393

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-H	\$10,590		\$10,590						\$10,590	
STIP-RIP	\$135,500	\$3,500	\$19,495	\$15,001	\$15,001	\$11,110	\$71,393	\$4,105	\$60,002	\$71,393
TOTAL:	\$146,090	\$3,500	\$30,085	\$15,001	\$15,001	\$11,110	\$71,393	\$4,105	\$70,592	\$71,393

MPO ID:	CAL30	CAPACITY STATUS:	CI
TITLE:	SR 78 Truck Climbing Lane		
DESCRIPTION:	El Camino Real to College Boulevard - construct eastbound truck climbing lane		
Change Reason:	Replace \$1.1m in TransNet-H funds with RSTP. TransNet funds are being transferred to other projects (CAL69, SAN09/11/14/16/18) as a contingency to the STIP-RIP funds		

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
SHOPP	\$4,168	\$625			\$3,543			\$625	\$741	\$2,802
RSTP	\$1,134				\$1,134					\$1,134
TransNet-H(78)	\$566				\$566					\$566
TOTAL:	\$5,868	\$625			\$5,243			\$625	\$741	\$4,502

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
SHOPP	\$4,168	\$625			\$3,543			\$625	\$741	\$2,802
TransNet-H(78)	\$1,700	\$1,700						\$1,700		
TOTAL:	\$5,868	\$2,325			\$3,543			\$2,325	\$741	\$2,802

MPO ID:	CAL69	CAPACITY STATUS:	EXEMPT
TITLE:	Noise Barrier Program		
DESCRIPTION:	Construct soundwalls: City of La Mesa along SR 94 from Waite Drive to Massachusetts Avenue, and City of Oceanside along I-5 (Waley Street to California Street and from Hillside Lane to California Street)		
Change Reason:	Add TransNet-H (see CAL30) funds as local match as a contingency for STIP-RIP funds; extend to FY 05		

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
RSTP	\$1,755		\$266	\$128	\$1,361			\$266	\$128	\$1,361
STIP-RIP	\$227		\$34	\$193				\$34		\$193
TransNet-H (78)	\$227		\$34	\$17	\$176			\$34	\$17	\$176
TOTAL:	\$2,209		\$334	\$338	\$1,537			\$334	\$145	\$1,730

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
RSTP	\$1,755		\$266	\$1,489				\$266	\$128	\$1,361
STIP-RIP	\$227		\$34	\$193				\$34	\$17	\$176
TOTAL:	\$1,982		\$300	\$1,682				\$300	\$145	\$1,537

**Table 1
2002 Regional Transportation Improvement Program
Amendment No. 13
San Diego Region (in \$000s)**

Caltrans (contin.)

MPO ID:	CAL70	CAPACITY STATUS:	CI
TITLE:	Advanced Technology Bridge (I-5/Gilman)		
DESCRIPTION:	Over I-5 north of La Jolla Village Drive overcrossing. Construction of bridge by UC San Diego		
Change Reason:	Add \$400K in FY 03 IBRC appropriation; increase UCSD funding		

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
IBRC	\$6,400	\$3,171	\$3,229					\$6,400		
State	\$3,120	\$1,470	\$1,650					\$3,120		
Caltrans	\$873	\$568	\$153	\$152				\$873		
UCSD	\$15,676	\$935	\$1,065	\$13,676				\$4,471		\$11,205
TOTAL:	\$26,069	\$6,144	\$6,097	\$13,828				\$14,864		\$11,205

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
IBRC	\$6,000	\$3,171	\$2,829					\$6,000		
State	\$3,120	\$1,470	\$1,650					\$3,120		
Caltrans	\$873	\$568	\$153	\$152				\$873		
UCSD	\$14,176	\$935	\$1,065	\$12,176				\$3,971		\$10,205
TOTAL:	\$24,169	\$6,144	\$5,697	\$12,328				\$13,964		\$10,205

City of Escondido

MPO ID:	ESC03	CAPACITY STATUS:	CI
TITLE:	Citracado Parkway		
DESCRIPTION:	From Don Lee Lane to Vineyard Ave. - widen from 2 to 4 lanes with left turn pockets and signal		
Change Reason:	Move DEMO funds to ESC13 (City received transfer approval from Congressman Randy Cunningham, the sponsoring legislator)		

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$100			\$100						\$100
Local Funds	\$1,800	\$1,200		\$600						\$1,800
TOTAL:	\$1,900	\$1,200		\$700						\$1,900

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
DEMO	\$2,250	\$1,394	\$428	\$428						\$1,666
TransNet-L				\$100						\$100
Local Funds	\$1,800	\$1,200		\$600						\$1,800
TOTAL:	\$4,050	\$2,594	\$428	\$1,128						\$3,566

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:	Add DEMO funds from ESC03, increase TransNet-L funds		

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
DEMO	\$2,250		\$1,200	\$100	\$950			\$1,200	\$100	\$950
RSTP	\$300		\$300					\$300		
TransNet-L	\$602		\$339	\$25	\$238			\$339	\$25	\$238
TOTAL:	\$3,152		\$1,839	\$125	\$1,188			\$1,839	\$125	\$1,188

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
RSTP	\$300	\$300						\$300		
Local Funds	\$589	\$39		\$550				\$589		
TOTAL:	\$889	\$339		\$550				\$889		

**Table 1
2002 Regional Transportation Improvement Program
Amendment No. 13
San Diego Region (in \$000s)**

North County Transit District

MPO ID:	NCTD02		CAPACITY STATUS:					EXEMPT		
TITLE:	Preventive Maintenance									
DESCRIPTION:	Fixed Route and rail fleet maintenance costs									
Change Reason:	Replace portion of 5307 funds with 5309 (FG) funds in FY 2004									
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
FTA (Sec. 5307)	\$43,000	\$5,100	\$6,300	\$4,800	\$7,200	\$9,200	\$10,400			\$43,000
FTA (Sec. 5309 FG)	\$1,700			\$1,700						\$1,700
Local Funds	\$11,175	\$1,275	\$1,575	\$1,625	\$1,800	\$2,300	\$2,600			\$11,175
TOTAL:	\$55,875	\$6,375	\$7,875	\$8,125	\$9,000	\$11,500	\$13,000			\$55,875
<i>PROJECT PRIOR TO AMENDMENT</i>										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
FTA (Sec. 5307)	\$44,700	\$5,100	\$6,300	\$6,500	\$7,200	\$9,200	\$10,400			\$44,700
Local Funds	\$11,175	\$1,275	\$1,575	\$1,625	\$1,800	\$2,300	\$2,600			\$11,175
TOTAL:	\$55,875	\$6,375	\$7,875	\$8,125	\$9,000	\$11,500	\$13,000			\$55,875

MPO ID:	NCTD20		CAPACITY STATUS:					EXEMPT		
TITLE:	Rail Vehicle & Related Equipment									
DESCRIPTION:	Locomotive overhaul/purchase, acquire other revenue vehicles									
Change Reason:	Replace 5307 funds with 5309 (FG) funds in FY 2004									
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
FTA (Sec. 5307)	\$2,242	\$1,211	\$457		\$574					\$2,242
FTA (Sec. 5309 FG)	\$555			\$555						\$555
Local Funds	\$726	\$315	\$118	\$144	\$149					\$726
TOTAL:	\$3,523	\$1,526	\$575	\$699	\$723					\$3,523
<i>PROJECT PRIOR TO AMENDMENT</i>										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
FTA (Sec. 5307)	\$2,797	\$1,211	\$457	\$555	\$574					\$2,797
Local Funds	\$726	\$315	\$118	\$144	\$149					\$726
TOTAL:	\$3,523	\$1,526	\$575	\$699	\$723					\$3,523

City of San Diego

MPO ID:	SD51		CAPACITY STATUS:					NCI		
TITLE:	North Torrey Pines Road Bridge									
DESCRIPTION:	At Los Penasquitos Creek - replace bridge (CIP: 53-050)									
Change Reason:	Change scope from bridge widening to bridge improvement; no change to funding (no impact to air quality)									
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
HBRR (Bridge-Local)	\$8,516	\$536	\$7,980							\$8,516
City Funds	\$208	\$208								\$208
TransNet-L	\$1,987	\$490	\$1,497							\$1,987
TOTAL:	\$10,711	\$1,234	\$9,477							\$10,711

**Table 1
2002 Regional Transportation Improvement Program
Amendment No. 13
San Diego Region (in \$000s)**

City of San Diego (contin.)

MPO ID: SD54		CAPACITY STATUS: NCI								
TITLE: Rigel Street Bridge										
DESCRIPTION: Replace existing bridge over Chollas Creek (CIP 52-661)										
Change Reason: Increase TransNet-L funds										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$422	\$262		\$160				\$100		\$322
TOTAL:	\$422	\$262		\$160				\$100		\$322
<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	\$302	\$200	\$102					\$100		\$202
TOTAL:	\$302	\$200	\$102					\$100		\$202

MPO ID: SD101		CAPACITY STATUS: NCI								
TITLE: First Avenue Bridge over Maple Canyon										
DESCRIPTION: Provides for seismic retrofit and replace corroded rivets										
Change Reason: New project										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
TransNet-L	\$200		\$200							\$200
TOTAL:	\$200		\$200							\$200

SANDAG

MPO ID: SAN09		CAPACITY STATUS: NCI								
TITLE: Traffic Signal Projects										
DESCRIPTION: Planning support for various traffic signal interconnect projects										
Change Reason: Add TransNet-H (see CAL30) as local match for CMAQ funds										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
CMAQ	\$200	\$100	\$50	\$50						\$200
TransNet-H (78)	\$13		\$6	\$7						\$13
TOTAL:	\$213	\$100	\$56	\$57						\$213
<i>PROJECT PRIOR TO AMENDMENT</i>										
FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
CMAQ	\$200	\$100	\$50	\$50						\$200
TOTAL:	\$200	\$100	\$50	\$50						\$200

**Table 1
2002 Regional Transportation Improvement Program
Amendment No. 13
San Diego Region (in \$000s)**

SANDAG (contin.)

MPO ID:	SAN11	CAPACITY STATUS:	Exempt
TITLE:	Regional Rideshare Program		
DESCRIPTION:	Transportation Demand Management (TDM) Program		
Change Reason:	Add TransNet-H (see CAL30) funds as a contingency for STIP-RIP funds; swap RSTP with CMAQ funds in FY 04		

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
FTA Funds (5307)	\$4,200	\$700	\$700	\$700	\$700	\$700	\$700			\$4,200
RSTP	\$700	\$700								\$700
AB2766	\$342	\$165	\$166	\$11						\$342
TDA	\$544	\$10		\$9	\$175	\$175	\$175			\$544
STIP-RIP	\$10,706	\$2,020	\$1,644	\$1,688	\$1,738	\$1,792	\$1,824			\$10,706
CMAQ	\$3,657			\$3,657						\$3,657
TransNet-H (78)	\$464			\$464						\$464
TOTAL:	\$20,613	\$3,595	\$2,510	\$6,529	\$2,613	\$2,667	\$2,699			\$20,613

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
FTA Funds (5307)	\$4,200	\$700	\$700	\$700	\$700	\$700	\$700			\$4,200
RSTP	\$1,500	\$700	\$400	\$400						\$1,500
AB2766	\$331	\$165	\$166							\$331
TDA	\$544	\$10		\$9	\$175	\$175	\$175			\$544
STIP-RIP	\$10,706	\$2,020	\$1,644	\$1,688	\$1,738	\$1,792	\$1,824			\$10,706
TOTAL:	\$17,281	\$3,595	\$2,910	\$2,797	\$2,613	\$2,667	\$2,699			\$17,281

MPO ID:	SAN14	CAPACITY STATUS:	EXEMPT
TITLE:	Regional Transportation Management System (RTMS) Network		
DESCRIPTION:	Phase 1: Build network of transportation management systems connecting all transportation agencies and modes; Phase 2: Install integrated workstations and communications links		
Change Reason:	Add TransNet-H (see CAL30) funds as local match in FY 03 as a contingency for STIP-RIP funds ; combine with SAN17		

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
CMAQ	\$5,334	\$813	\$1,139	\$1,882	\$1,500					\$5,334
TransNet-H (78)	\$148		\$148							\$148
STIP-RIP	\$680	\$106	\$148	\$239	\$187					\$680
TOTAL:	\$6,162	\$919	\$1,435	\$2,121	\$1,687					\$6,162

SAN14 PRIOR TO AMENDMENT

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

SAN17 PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
CMAQ	\$2,250		\$750	\$1,500						\$2,250
STIP-RIP	\$280		\$93	\$187						\$280
TOTAL:	\$2,530		\$843	\$1,687						\$2,530

**Table 1
2002 Regional Transportation Improvement Program
Amendment No. 13
San Diego Region (in \$000s)**

SANDAG (contin.)

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:	Add TransNet-H (see CAL30) funds as local match as a contingency for STIP-RIP funds		

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			\$1,996	\$1,545					\$3,541
STIP-RIP	\$460			\$259	\$201					\$460
TransNet-H	\$1,322		\$500	\$539	\$283					\$1,322
TOTAL:	\$9,573	\$0	\$2,500	\$3,914	\$3,159					\$9,573

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
ITS	\$4,250		\$2,000	\$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

MPO ID:	SAN18	CAPACITY STATUS:	EXEMPT
TITLE:	Regional Performance Monitoring System (PeMS)		
DESCRIPTION:	Incorporate arterial and transit data; develop additional highway application to monitor system performance		
Change Reason:	Add TransNet-H (see CAL30) funds as local match as a contingency for STIP-RIP funds		

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
CMAQ	\$177		\$177					\$177		
STIP-RIP	\$23		\$23					\$23		
TransNet-H (78)	\$23		\$23					\$23		
TOTAL:	\$223		\$223					\$223		

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
CMAQ	\$177		\$177					\$177		
STIP-RIP	\$23		\$23					\$23		
TOTAL:	\$200		\$200					\$200		

U.S. Bureau of Indian Affairs

MPO ID:	BIA1	CAPACITY STATUS:	NCI
TITLE:	Indian Reservation Roads (IRR) Program		
DESCRIPTION:	Lump sum for various IRR projects in the San Diego region		
Change Reason:	Increase funds in FY 03 and FY 04 and add FY 05		

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
IRR	\$6,103		\$1,763	\$2,555	\$1,785			\$170		\$5,933
TOTAL:	\$6,103		\$1,763	\$2,555	\$1,785			\$170		\$5,933

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
IRR	\$3,700	\$994	\$1,021	\$1,685				\$510		\$3,190
TOTAL:	\$3,700	\$994	\$1,021	\$1,685				\$510		\$3,190

RTIP Fund Types

BTA	=	Bicycle Transportation Account (State)
CMAQ	=	Congestion Mitigation and Air Quality (Federal)
CBI	=	Corridors and Borders Infrastructure Program (Federal)
CDBG	=	Community Development Block Grants (Local)
DEMO	=	Demonstration (Federal)
HBRR	=	Highway Bridge Repair & Replacement (Federal)
IBRC	=	Innovative Bridge Research & Construction (Federal)
JARC	=	Jobs Access Reverse Commute (Federal)
PLH	=	Public Lands Highway (Federal)
RSTP	=	Regional Surface Transportation Program (Federal, administered regionally)
RTP	=	Recreational Trails Program (Federal)
SHOPP	=	State Highway Operation & Protection Program (for Caltrans use only)
STIP-IIP	=	State Transportation Improvement Program - Interregional Program (State)
STIP-RIP	=	State Transportation Improvement Program - Regional Improvement Program (State)
STP	=	Surface Transportation Program under FHWA Administrative Program (congressionally directed FY 2003 appropriations)
TCI	=	Transit Capital Improvement Program (State, no longer exists)
TCRP	=	Traffic Congestion Relief Program (State)
TCSP	=	Transportation & Community & System Preservation (Federal)
TSM	=	Transportation Systems Management (State)
TDA	=	Transportation Development Act (State)
TDA-B	=	Transportation Development Act-Bicycle & Pedestrian Facilities (State)
TEA	=	Transportation Enhancement Activities Program (Federal, administered regionally)
<i>TransNet-H</i>	=	Prop. A Local Transportation Sales Tax - Highway (Local)
<i>TransNet-L</i>	=	Prop. A Local Transportation Sales Tax - Local Streets & Roads (Local)
<i>TransNet-T</i>	=	Prop. A Local Transportation Sales Tax - Transit (Local)
Section 5307	=	Federal Transit Administration Urbanized Area Formula Program
Section 5309	=	Federal Transit Administration Discretionary Program
Section 5309 NS	=	Federal Transit Administration Discretionary - New Starts Program
Section 5309 FG	=	Federal Transit Administration Discretionary - Fixed Guideway Modernization (Rail)
Section 5311	=	Federal Transit Administration Rural Program
Section 5310	=	Federal Transit Administration Elderly & Disabled Program

TRANSPORTATION COMMITTEE

August 1, 2003

AGENDA ITEM NO.: **2**

Action Requested: APPROVE

TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENTS — SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD

Introduction

The TDA provides ¼ percent of the State sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. The San Diego Metropolitan Transit Development Board (MTDB) has requested a TDA claim amendment to its FY 2003 Claim No. 253, which included carryover funds reserved for transit capital projects. The requested amendment of \$995,299 will be used for costs associated with the East County Bus Maintenance Facility and reimbursement of administrative costs for County of San Diego transit staff. The MTD Board of Directors approved this amendment at its June 26, 2003 meeting.

Recommendation

It is recommended that the Transportation Committee adopt Resolution 2004-02 approving the claim amendment described below.

Discussion

Beginning in FY 2002, MTDB has submitted a consolidated TDA claim on behalf of all operators in its service area. This practice became law in 2003 with the passage of Senate Bill 521. Prior to this funding consolidation, each transit operator submitted separate claims based on TDA funds apportioned by jurisdiction. Any unused funds were returned to the jurisdiction as a reserve for future use. The FY 2003 Claim No. 253 allocated \$77,119,675 in TDA funds (\$17,929,797 for capital and \$59,189,878 for operating) which included all of the reserve funds from prior years, with the commitment that the funds would be used for purposes agreed to by both the staffs of the operators and MTDB, and approved by the MTD Board. This amendment is to request \$995,299 from the County of San Diego's reserve.

MTDB Claim Amendment (Resolution 2004-02)

At its meeting on June 26, 2003, the MTD Board approved the use of the County's reserve for the East County Maintenance Facility to pay the lease on the existing leased facility (\$164,469) and to match the federal discretionary funds for purchasing a new facility (\$800,000). In addition, the County is seeking reimbursement of \$30,830 for administrative costs associated with the FY 2002 audit process. Since the reimbursement is an operating cost, this amount needs to be transferred from capital to operating.



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RESOLUTION
NO. 2004-02

APPROVING REVISIONS TO TRANSPORTATION DEVELOPMENT ACT
 ARTICLE 4.0 CLAIM FOR \$995,299

WHEREAS, the San Diego 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 TDA amendments to the SANDAG Transportation Committee; and

WHEREAS, SANDAG, in cooperation with the 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 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 the following:

<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	\$59,189,878	\$30,830	\$59,220,708
4.0	FY 2003	253	MTDB	Capital	\$17,929,797	(\$30,830)	\$17,898,967

2. That the Transportation Committee supports the use of \$964,469 (\$164,469 for facility lease cost and \$800,000 for local match) from the County of San Diego's reserve for the East County Maintenance Facility.
3. That the Transportation Committee does hereby authorize the Executive Director, or his designee, 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 1st day of August, 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

August 1, 2003

AGENDA ITEM NO.: **3**

Action Requested: INFORMATION

FEDERAL TRANSPORTATION ENHANCEMENT ACTIVITIES (TEA)
PROGRAM: QUARTERLY PROGRESS REPORT

Introduction

This quarterly progress report covers the period April to July 2003 for the nine Federal TEA program funded projects. Two projects are complete (City of La Mesa's El Cajon Boulevard Revitalization and City of San Diego's Mission Beach Boardwalk), and the remaining seven projects are progressing according to their approved schedules.

Discussion

In March 2000, the SANDAG Board of Directors approved the allocation of TEA funds to nine projects and directed the Transportation Committee to receive progress reports on a quarterly basis. Listed below are the nine TEA projects. Attachment 1 contains a description of each project, progress made to date, and any pending issues.

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

The two completed projects including before and after photos, and progress to date on other projects, are posted on the TEA page of the SANDAG Web site: www.sandag.org/TEA.

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

The TEA program, along with the Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation (RSTP) programs, is subject to the timely use of funds provision of AB 1012. Regions are required to obligate minimum amount of funds in each program, or be subject to reprogramming. Based on the latest Caltrans progress report for the TEA program, the San Diego region has obligated over \$18.6 million in TEA funds as of June 2003, which is well above the minimum obligation requirement.

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

**Transportation Enhancement Activities (TEA) Program Quarterly Progress Report
April to July 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) is complete and open for public use. Phase 2 (El Cajon Boulevard and University Avenue Bridge Decks over SR 15 from 39th Street to 41st Street) is ongoing, and progress to date includes:

- Received comments on the 100% design drawings; prepared preliminary package for Authorization to Proceed with Construction documents for Caltrans approval.
- Continued to consult with the Community Advisory Committee.
- Resolved permitting issues (upon receipt of SR 15 Maintenance Agreement, Caltrans to issue encroachment permit, the City to issue building permit).
- Continued to work with the San Diego Metropolitan Transit Development Board (MTDB) for transit facility design and future amenities. Designed transit amenities with MTDB's \$100,000 contribution to the project.

Pending Issues: None

Cities of Coronado and Imperial Beach: Silver Strand Improvements (\$1,310,560 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) is complete and open for public use. Phase 2 (the Bayshore Bikeway spur) is ongoing, and progress to date includes:

- Completed addendum to the Environmental Impact Report to reflect the revised mitigation site.
- Received comments from the Coastal Commission (no additional permit required) and Army Corp of Engineers (minor changes requested). Awaiting comments regarding the Phase 2 plans from the U.S. Fish and Wildlife Service and California Department of Fish and Game.

- Port District approved the application for the wetlands improvement on tidelands (the approved mitigation site) at its July 14, 2003 meeting.

Pending Issues: Since the project was divided into two phases, the cities have identified a shortfall of \$140,000 and are seeking additional funds.

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). The right-of-way is owned by the North San Diego County Transit Development Board (NCTD). Progress to date, by jurisdiction, includes:

City of Carlsbad (Phase 1): Tamarack Avenue to Oak Avenue

- Began final design for Phase 1.
- Provided 70% Plan, Specifications and Estimates (PS&E) to NCTD for review.
- Prepared Coastal Commission permit application for submittal and prepared draft Mitigated Negative Declaration (MND).

Phase 2 (Carlsbad Village Station to Carlsbad Boulevard; Tamarack Avenue to Poinsettia Coaster Station) schedule is not known at this time.

City of Encinitas

- Revised trail drawings to locate the trail as far as practicable from the railroad tracks.
- Developed conceptual plans and cost estimates for trail grade separated crossings.

City of Oceanside (Phase 1): Vista Way to Pacific Street

- Continued final design for Phase 1.
- Revised MND due to project description revision (original environmental document showed the trail on the NCTD right-of-way, the revised Phase 1 locates the trail on the City's right-of-way).
- Conducted community meeting to discuss Phase 1.

Phase 2 (Oceanside Boulevard to Oceanside Transit Center to Neptune Way) schedule is not know at this time.

City of Solana Beach

- Provided 90% PS&E to NCTD for review.
- Received conditional Coastal Commission approval at its April 2003 meeting.
- Executed an updated Easement Agreement with NCTD for use of right-of-way.

Pending Issues: None.

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 project is divided into two phases. Phase 1 (pedestrian bridge and new General Services Administration (GSA) parking lot) is complete and open for use. Phase 2 (pedestrian plaza, rail court modifications, track relocation, and new bus bays) is ongoing, and progress to date includes:

- Continued construction of Phase 2, including lighting installations, asphalt work on the bus bays and platforms, and sewer lines.
- Received approval from Public Utilities Commission for grade crossing.

Pending Issues: Although Phase 2 is under construction, negotiations are ongoing with private property owners regarding the appraised value of their properties. MTDB has settled with one property owner, but there are several more to properties 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 and Escondido: Biological Core & Linkage Area Habitat Acquisition (\$1,800,000 TEA Funds):

This project involves the purchase of habitat along I-5. Escondido initially planned to purchase 51 acres north of Lake Hodges, but an opportunity to purchase a much larger property arose. 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 acquisition cost at \$2,951,693, was completed in September 2002.

Encinitas' plan to purchase approximately 10 acres immediately south of Batiquitos Lagoon is ongoing, and 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.

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.

The project is divided into two phases. Phase 1 (initial purchase of 31.53 acres) was completed in June 2002. Phase 2 (purchase of additional 64 acres) is ongoing, and progress to date includes:

- Board of Supervisors approved the purchase for one property (27.36 acres) at its June 11, 2003 meeting, and another property acquisition (18.29 acres) was approved on July 9, 2003.
- County is working with the Escondido Creek Conservancy to purchase the third property (18.17 acres). Negotiation is ongoing.

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:

- Gaslamp station is complete and open for use.
- Awarded contract for Park to Baylink stations (12th and Market and 12th Avenue improvements).
- Due to reduction in the project's Traffic Congestion Relief Program (TCRP) funds, the construction scope of work was reduced for the Orange Line to Blue Line segment in order for this portion of the project to be re-bid.

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 is complete. This project widened and improved the busy boardwalk in Mission Beach, which included among other improvements, landscaping between Santa Barbara Place and Pacific Beach Drive, totaling 1.14 miles.

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

August 1, 2003

AGENDA ITEM NO.: **4**

Action Requested: INFORMATION

I-805/I-5 TRANSPORTATION STUDY UPDATE

Introduction

In FY 2003, SANDAG, in partnership with Caltrans, initiated a study to develop a coordinated transportation improvement program for the entire Interstate 805 (I-805) corridor and Interstate 5 (I-5) south of State Route (SR) 54. The Transportation Committee is the policy committee for this project.

In December 2002, the Transportation Committee appointed a Technical Working Group, consisting of staff from local jurisdictions, community planning groups, business associations, and other interested parties, to provide assistance and input in the development of the study.

The I-805/I-5 Transportation Study streamlines the planning activities of Caltrans and SANDAG and will comply with the State's guidelines for a Project Initiation Document (PID). A PID is required to program funds for future engineering and environmental analysis project phases.

The schedule calls for a draft study report in June 2004 and a final report in December 2004. Recommendations from this project will be considered in the next Regional Transportation Plan update. This report summarizes the status of the study.

Activities to Date

The Technical Working Group met in May, June, and July 2003. Work completed includes the development of the study scope of work and schedule, definition of the study area, development of a problem statement that identifies issues and needs the study will address, and a project Web page (www.sandag.org/805-5).

In addition, the Technical Working Group is developing several transportation alternatives for evaluation. The alternatives will include different levels of transit service and highway improvements. The types of highway improvements that will be evaluated include mixed-flow lanes, high occupancy vehicle (HOV) lanes, and Managed Lanes. Travel demand management strategies and system management improvements also will be considered.

Screening criteria to evaluate the transportation alternatives is also under development. Alternatives will go through an initial screening and more detailed studies will be conducted on the best performing alternatives.

Next Steps

In Fall 2003, the Transportation Committee will be asked to take action on the Working Group's recommendation for transportation alternatives for detailed evaluation in the study.

TRANSPORTATION COMMITTEE

August 1, 2003

AGENDA ITEM NO.: **5**

Action Requested: INFORMATION

QUARTERLY TRANSIT COORDINATION DEVELOPMENT REVIEW REPORT

Introduction

The 2030 Regional Transportation Plan (RTP), MOBILITY 2030, envisions vastly improving regional transit service to make public transit the first choice for many of our trips. To realize this vision, the Plan recognizes that transit improvements need to be integrated into our local communities, and focused in areas with compatible land uses that support an efficient transit system.

The San Diego Metropolitan Transit Development Board (MTDB) and the North San Diego County Transit Development Board (NCTD) have a long history of working with local jurisdictions and other agencies to coordinate land use and transit planning in their service areas. Through the existing development review process, MTDB and NCTD staff review local development proposals and, where appropriate, recommends improvements to help benefit the physical environment in which transit operates. This agenda item provides a quarterly status report on transit facilities and accommodations secured through the development review process for the period January to March 2003.

Discussion

A total of 148 development projects from local jurisdictions and other agencies were reviewed during the quarter. By carefully reviewing these projects and submitting comments through each agency's development review process, MTDB and NCTD staff were able to influence 55 projects to incorporate transit facilities and transit-supportive designs. The remaining 93 projects reviewed had no direct relationship to the regional transit system due to the nature of the project or because the project was not near any existing or planned transit facilities. The types of transit improvements secured during the quarter are summarized in Table 1 below:

TABLE 1.—DEVELOPMENT REVIEW RESULTS

Type of Improvements	No. of Improvements		
	MTDB	NCTD	Total
Improved Bus Stops (ADA Compliance and Upgraded Facilities)	8	7	15
Pedestrian Connections and Accessibility	13	1	14
Maintaining Bus and Rail Operations	4	1	5
New Bus Stops (Shelter and Bench)	11	4	15
Right-of-Way Access	1	0	1
New Turnouts/Concrete Bus Pads	1	3	4
Dedications of Right-of-Way	1	0	1
Total	39	16	55

Financial Benefits

In addition to improving the transit passenger and pedestrian environment, there are significant financial benefits that result from reviewing local project development proposals. During the quarter, developers contributed improvements worth approximately \$422,700. The projects with direct financial benefits are summarized in Table 2 below.

Bringing existing bus stops up to the Americans with Disabilities Act (ADA) standards, and securing new shelter and bench stops are among the most common types of improvements with financial benefits. Many of the new bus stops are in future urbanizing areas where future demand for transit services is anticipated, or in areas that currently do not have adequate bus stops. Without the facilities and accommodations secured through the development review process, the costs for these transit improvements would otherwise be borne by the transit agencies.

TABLE 2.—PROJECTS WITH DIRECT FINANCIAL BENEFITS

Type of Improvements	Total No.	Estimated Value per Item	Total Benefit
Improved Bus Stops (ADA Compliance and Upgraded Facilities)	15	\$4,100 to \$5,000	\$72,300
Pedestrian Connections and Accessibility	1	\$5,000	\$5,000
New Bus Stops (Shelter and Bench)	15	\$5,000 to \$10,000	\$90,000
New Turnouts/Concrete Bus Pads	4	\$25,000	\$100,000
Dedications of Right-of-Way	1	\$155,400	\$155,400
		Total	\$422,700

Notable Successes

There were several successful results from the transit coordination efforts by MTDB and NCTD:

Showcase Project from San Diego State University (SDSU) to Downtown San Diego – Development and redevelopment projects are occurring along the alignment for the region’s first Bus Rapid Transit (BRT) Showcase project. A significant bus transfer point and Showcase station are located at the intersection of Park Boulevard and University Avenue, straddling the boundary between the North Park and Hillcrest communities. MTDB staff is working with the City of San Diego and the developer of a new mixed-use project near the intersection to integrate the design for an optional curb-side pop-out station into the overall project design. In addition, staff is working with the developer of the Renaissance at North Park, located at the intersection of El Cajon Boulevard and 30th Street, to incorporate a Showcase station into the design of that project.

Mid-Coast Light Rail Transit (LRT) Extension – MTDB obtained an Irrevocable Offer of Dedication (IOD) for right-of-way from the Nexus University City Science Center. This IOD and the one obtained from the Nexus Center Drive project in 2001 completes the private property right-of-way acquisition for the adopted Mid-Coast LRT Extension for the section connecting Executive Drive to the I-805 overpass.

I-15 BRT Services – MTDB is working on an agreement with the City of San Diego and The Summit at Rancho Bernardo that will require the project to provide a future shuttle to connect commuters to the I-15 Rancho Bernardo BRT Station.

La Costa Town Square – NCTD provided comments on the proposed La Costa Town Square project, located on the eastern side of Rancho Santa Fe Road, just north of La Costa Avenue in the City of Carlsbad. This project includes a large commercial shopping center as well as 64 residential units. NCTD staff requested the construction of four new bus stops and upgrades at two additional stops, which are expected to save NCTD over \$119,000.

In conclusion, the role that MTDB and NCTD play in the development review process throughout the region is an effective tool for promoting transit and land use integration. Short-range improvements in bus stops and pedestrian accessibility take place at a scale that improves the transit customer's experience and helps achieve the regionwide goal of improving regional transit service. Early participation in the review process for large developments ensures that transit will be included as a critical part of the region's transportation system.

TRANSPORTATION COMMITTEE

August 1, 2003

AGENDA ITEM NO.: **6**

Action Requested: INFORMATION

REGIONAL RAIL GRADE SEPARATION STUDY

Introduction

MOBILITY 2030 calls for improving regional transit service by increasing both the number of regional transit routes connecting major home and work centers as well as transit service frequencies. As transit service frequency is increased over time, it will become important to examine the need for rail grade separations at critical intersections throughout the region.

MOBILITY 2030 includes \$200 million for regional rail grade separations, and calls for SANDAG, working with the transit agencies and local jurisdictions, to develop a regional evaluation process and criteria to prioritize intersections, such as along the existing Trolley and COASTER commuter rail lines and the future SPRINTER line from Oceanside to Escondido and the Mission Valley East Trolley extension. The \$200 million is intended to fund those top priority projects as determined through this regional evaluation. As an initial step in developing the regional rail grade separation prioritization guidelines, research and analysis on existing criteria are being conducted.

Discussion

Staff will work with the Cities/County Transportation Advisory Committee (CTAC) to review existing prioritization criteria and discuss potential regional guidelines for rail grade separations. The schedule calls for CTAC to make a recommendation on the Regional Rail Grade Separation Guidelines to the Transportation Committee at its October 2003 meeting. CTAC will then review proposed rail grade separation projects and rank them based on the approved guideline criteria. This preliminary ranking of grade separation projects will be brought to the Transportation Committee for its approval in early 2004.

As an initial step, staff has begun to conduct literature research on existing rail grade separation guidelines. The sources include guidelines from the Federal Highway Administration, the Federal Transit Administration, the California Public Utilities Commission, the California Transportation Commission, various state departments of transportation, and recommendations from professional transportation organizations. Staff also has reviewed the Oceanside-Escondido Rail Project Grade Separation Study, prepared by the North San Diego County Transit Development Board (NCTD) in October 2001.

A preliminary analysis of the guidelines mentioned above is being conducted at this time to identify potential prioritization criteria for the study. Typical factors used in the various guidelines include an exposure index (measured as the exposure of train traffic to vehicular traffic), accidents, cost, blocking delay, and intersection characteristics.

Next steps include:

- August 2003 – Present research results to CTAC for review and discussion.
- September 2003 – Present potential guidelines/criteria to CTAC for review and discussion.
- October 2003 – Present refined guidelines/criteria to CTAC for review and concurrence. CTAC makes recommendations to Transportation Committee.
- November 2003 – Transportation Committee approves rail grade separation guidelines/criteria.
- November 2003 to January 2004 – Review and evaluate rail grade separation projects based on approved guidelines/criteria.
- February 2004 – Present preliminary ranked list to CTAC for review and concurrence. CTAC makes recommendation on project priority listing to Transportation Committee.

TRANSPORTATION COMMITTEE

August 1, 2003

AGENDA REPORT NO.: **8**

Action Requested: INFORMATION

I-15 EXPRESS LANES OPERATIONS

Introduction

Due to the rapid growth along the Interstate 15 (I-15) corridor, and increased congestion and the construction of several new projects on I-15, Caltrans District 11 is evaluating the final details for a "pilot" project to open the I-15 Express Lanes between State Routes 56 and 163 for weekend traffic. This report provides an overview of current operations of the I-15 Express Lanes, including the proposal to open the facility on Saturdays and Sundays, and the effect of I-15 construction activities on weekday Express Lanes traffic. Information about the I-15 FasTrak™ program also is provided.

Discussion

Background

From 2001 to 2002, overall traffic has increased by about 13 percent on the freeway system in the San Diego region (measured as total delay), and has seen substantial increases in traffic during weekends (Saturday and Sunday). This has been particularly noticeable along the Interstates 5 and 15 corridors.

In February 2003, Caltrans District 11 originally reviewed the traffic volume statistics for weekend operations of the I-15 Express Lanes. At that time, it concluded that weekend use of the lanes was not needed, as the average speeds on I-15 were 65 mph or higher for both Saturday and Sunday operation.

Since the initial analysis, Caltrans has started several major construction projects along the I-15 corridor to help reduce traffic congestion, including the I-15/SR 56 interchange improvement project, several auxiliary lanes, and the first phase of the I-15 Managed Lanes. Along with these major construction projects, traffic volumes have continued to increase steadily on I-15 and are at all-time high levels. The I-15 Managed Lanes construction is scheduled for completion in 2007-2008, so construction activities along I-15 will be ongoing for the next several years.

Current Express Lanes Operations

Because the I-15 Express Lanes facility is reversible, it has a complex operating system to ensure the safety of its users. This operating system includes a computer component, traffic control with delineators, gates and "pop-ups", and traffic informational signs. Transit and high occupancy vehicles (HOVs) have first priority to use the Express Lanes. SANDAG also operates the I-15 FasTrak program, which allows solo drivers to use the lanes for a fee. The I-15 Express Lanes currently

operate Monday through Friday, from 5:45 to 11:00 a.m. in the southbound direction and from 12:00 to 7:00 p.m. in the northbound direction.

Proposal for Weekend Operations

Caltrans District 11 is currently developing a plan for opening the I-15 Express Lanes for weekend operations in early September 2003 as a pilot project. Evaluation currently underway will help determine the goal(s) of weekend Express Lanes operation, and how and when changes to the operations would best be accomplished.

Issues under evaluation include the duration of the pilot project, overall best operating scenario, and the cost factors involved for operating the lanes during the weekend. Other issues to be addressed include monitoring the Express Lanes for compliance by the California Highway Patrol (CHP), possible use of the Freeway Service Patrol (FSP) on weekends, and completion of Intelligent Vehicle Initiative (IVI) testing. The IVI operates automated vehicles on the Express Lanes during nights and weekends. The automated vehicles are guided by magnets in the roadway. The IVI testing that is currently underway is scheduled for completion in late August 2003.

Caltrans District 11 staff will discuss these issues at the Transportation Committee meeting.

I-15 Construction Update

Various I-15 construction activities have recently affected I-15 Express Lanes operations. In June 2003, construction began on the I-15/SR 56 interchange, several auxiliary lanes, and first phase of the I-15 Managed Lanes. Over the past two months, backups on the Express Lanes in the afternoon peak period (northbound direction) have been regularly reported by carpoolers and I-15 FasTrak customers.

In response to these complaints, SANDAG and Caltrans District 11 staffs have been working to help keep traffic on the Express Lanes free flowing. In late June 2003, the following operational changes were made:

- I-15 was re-stripped to allow Express Lane vehicles to merge into a dedicated HOV lane as the lanes end at SR 56 in the northbound direction.
- Northbound ramp meters at SR 56/Ted Williams Parkway have been activated to regulate the northbound traffic getting onto I-15.

Despite these modifications, backups continue to occur on the Express Lanes during the afternoon peak period, and additional options are being analyzed. Other options under consideration include adding a slip ramp to allow northbound vehicles to exit the Express Lanes prior to Ted Williams Parkway. Caltrans also is exploring adding an additional lane on I-15 north of Ted Williams Parkway, which could be designated as HOV-only.

SANDAG staff will continue to work with Caltrans to minimize impacts to all Express Lanes users, including carpoolers, transit riders, and FasTrak customers. Another option that could be considered would be to limit the use of the Express Lanes by FasTrak customers during the afternoon peak period. However, limiting FasTrak use of the Express Lanes would not necessarily improve the

existing backups, which are occurring because of current merging and weaving conditions at the northbound terminus where vehicles using the I-15 Express Lanes exit into main lane traffic.

I-15 FasTrak Program Update

In operation since December 1996, the I-15 FasTrak program allows solo drivers to pay a fee to use the I-15 Express Lanes. Carpools with two or more occupants, vanpools, buses, and motorcyclists have first priority and use the Express Lanes facility for free. Current FasTrak operations are summarized below:

- Usage of the Express Lanes has more than doubled from 9,200 daily vehicles in October 1996 to 22,250 vehicles as of June 2003 (145 percent increase).
- Before FasTrak began, there were roughly 7,700 carpools per day using the lanes. As of June 2003, an average of 16,900 carpools per day use the Express Lanes (119 percent increase).
- I-15 FasTrak has issued over 24,000 transponders to approximately 16,500 accounts.
- Since November 1997, SANDAG has funded the Route 980/990 "Inland Breeze" express bus service with revenue from the I-15 FasTrak program. The Inland Breeze operates weekday, express services every 30 minutes during the peak period. Ridership has more than doubled from 62,000 passengers in FY 1998 to over 132,500 passengers in FY 2003 (114 percent increase). Over the same period, there also has been a significant increase in fare revenue (164 percent).

TRANSPORTATION COMMITTEE

August 1, 2003

AGENDA ITEM NO.: **9**

Action Requested: REFER

TRANSPORTATION FOR SENIOR CITIZENS

Introduction

This report is in two parts and is presented for the Transportation Committee's information about an increasingly important matter – that of providing transportation services for our senior citizens. The first part discusses transportation services for seniors and SANDAG's activities in helping to provide them. The second part is a presentation of the results of a survey of seniors in Oceanside about their specific transportation needs.

In the San Diego region, seniors have enhanced public transit services available to them. Seniors receive a discounted fare on public transit. New transit vehicles have low-floor or kneeling features to ease entry and exit. For all persons with disabilities, including seniors, who cannot use public transit, there are complementary paratransit services, required under the Americans with Disabilities Act (ADA), in the urbanized portions of the region.

MOBILITY 2030 calls for improvements to the current transit system that will benefit seniors, including more accessible transit stops, improved transfer connections, more coordination among transportation providers, education on the use of transit, and expanded use of the Subcommittee for Accessible Transportation (SCAT) and the Coordinated Transportation Service Agency (CTSA) in assessment of programs.

Like all transit services, services to seniors are constrained by the availability of funding. *TransNet* helps to fund the discount on the Senior and Disabled transit passes, which cost \$5 million last year. *TransNet* also funds some of the cost of operations for the ADA complementary paratransit service, which totaled \$9.1 million in 2002.

Recommendation

It is recommended that the Transportation Committee refer the City of Oceanside Senior Survey Report to the Subcommittee for Accessible Transportation (SCAT) for its review. SCAT's review and recommendations will be reported back to the Transportation Committee at a future date.

Discussion

Demographics

The population of senior citizens, over the age of 60, is increasing in the San Diego region. Many of our seniors live healthy and independent lives in all communities in the region. However, there are

some who need assistance in order to maintain their independence, particularly with transportation.

While the percentage of the senior population has remained steady at about 14.5 percent of the region, the actual numbers have grown from nearly 270,000 in 1980 to just over 400,000 in 2000, according to the 2000 Census. According to SANDAG'S Preliminary 2030 Cities/County Forecast, seniors will comprise 25 percent of the region's population and are projected to number more than 975,000 by 2030.

Senior Transportation Services

Many seniors continue to drive, even into their later years. In 2000, nearly two-thirds of the region's seniors, aged 80-85, still had valid driver's licenses. Many self-limit their driving to their local streets and daytime hours. Many seniors, especially over the age of 75 (30 percent of the over-60 population, according to the 2000 Census), need additional transportation services beyond what they can provide for themselves.

Public Transit and Paratransit Services

The primary provider of these transportation services, according to local surveys and SCAT members, are relatives or close neighbors. But, these providers are not always available, because of work or other reasons, and the senior needs to use publicly-provided transportation programs to get to medical services or shopping, or purchase services such as a taxi, which can be expensive for those on a limited-income.

In the San Diego region, the primary public provider is public transit – buses and the Trolley. Nearly 380,000 discounted Senior/Disabled transit passes were purchased in FY 2002 in the region, as an indication of the use of transit by the pass holders. In the urban areas, there is complementary paratransit (ADA) service for all persons, regardless of age, whose disability prevents them from using public transit. However, only about one percent (about 4,000) of the region's seniors are registered for this program. This service is more expensive for both the passenger and the transit district than regular fixed-route service. A recent County of San Diego study estimated about twice as many seniors are eligible for the service as are using it, but for various reasons are not registered.

Non-profit/CTSA Services

The non-profit sector provides some transportation for seniors, almost exclusively agency clients, to social and medical services. These programs are limited in their ability to provide transportation to non-clients or to services such as grocery shopping or banking, for example. Some jurisdictions, such as the City of Vista, have operated special "shoppers' trips," but funding and service areas are limited. The CTSA assists agencies in coordinating programs and improving management efficiency for these agencies.

Future Transportation Services

The region's transportation advisory committees, including SANDAG's SCAT, the CTSA's Paratransit Coordinating Council, transit district committees, the County and city Senior Commissions, and

other groups in the region are searching for solutions to the provision of transportation for seniors, especially those living outside the transit and ADA service areas.

These organizations support the continuation of the discounted transit passes for seniors and persons with disabilities. In surveys being conducted this summer (for the *TransNet* extension measure), SANDAG is testing support for the existing and other improved programs for these groups. Other options to provide transportation services for seniors will be discussed in more detail with focus groups.

In addition, a number of local and national programs have been reviewed for replication in this region by non-profit agencies, including volunteer drivers' programs, shoppers' van services, and others. One potential source of funds for these new programs could be a future *TransNet* program allocation.

City of Oceanside Survey

To better define the need for transportation among its senior citizens, the City of Oceanside conducted a survey in 2002. The results of this survey will be presented to the Transportation Committee. According to Oceanside, the survey showed that 97 percent of the respondents believe a better transit service is needed in the city, and they would use it for shopping and medical trips. Transportation to other communities, especially for medical services, also was supported. The City of Oceanside Transportation Commission recommends the formation of a Regional Task Force to conduct research, support programs to improve NCTD transit and ADA services, evaluate technology, and develop, implement, and evaluate a demonstration program of new services not currently available in Oceanside.

TRANSPORTATION COMMITTEE

August 1, 2003

AGENDA ITEM NO.: **10**

Action Requested: INFORMATION

TRANSIT STATION JOINT DEVELOPMENT PROJECTS

Introduction

Improving transportation is one part of the much larger vision to sustain and improve our region's quality of life. Currently under development, the Regional Comprehensive Plan (RCP) will serve as a foundation for integrating land uses, transportation systems, and public investments within a regional smart growth framework. SANDAG's 2030 Regional Transportation Plan (RTP), MOBILITY 2030, is the transportation component of this first RCP.

Approved by the SANDAG Board of Directors in March 2003, MOBILITY 2030 calls for integrating public transit into our communities and neighborhoods. In these areas, a mix of retail, office, service, and residential uses are focused around transit stations, which serve as central activity centers. Such transit-oriented land uses are critical to improving livability and maximizing the number of people with access to transit.

This report provides a status report on active joint development projects at five major transit stations around the region – the existing Morena Vista, Grossmont, and E Street Trolley stations, the Solana Beach COASTER Station, and the planned San Luis Rey Transit Center in Oceanside (Attachment 1). These projects are examples of smart growth developments envisioned in both the RCP and RTP.

Discussion

Background

The San Diego Metropolitan Transit Development Board (MTDB) and the North San Diego County Transit Development Board (NCTD) own various transit properties, including Trolley and commuter rail corridors, park and ride lots, and transit centers throughout the region. MTDB has periodically sought out or has been solicited by developers to redevelop underutilized property, especially park and ride lots at existing Trolley stations to focus activity and support the transit investment at the stations. NCTD also has a policy to pursue joint developments to physically enhance transit stations and provide revenue for transit service improvements.

Joint development of transit stations accomplishes several objectives. It develops transit-friendly station areas that help improve the surrounding communities and enhance transit system ridership; it protects transit infrastructure, including rail, bus, and ancillary parking facilities; and it generates revenues to help defray the costs of providing transit service throughout the region. These joint projects are typically implemented in partnership with private developers, who provide the capital

and development expertise. The transit agencies often provide the land for the project through an unsubordinated ground lease. In the case of the San Luis Rey Transit Center project (discussed below), NCTD and the developer are identifying a number of financing strategies, since the developer currently has a purchase option for the land.

Morena Vista Trolley Station

The Morena/Linda Vista site is a 5.27-acre parcel on the Mission Valley West Line. About 2-1/4 acres of the site are currently used for a park and ride lot. In 1997, MTDB advertised the site to developers for joint development through the use of air rights and structured parking. The CityLink development company was selected to design, construct, and operate a mixed-use, transit-oriented development project on the site.

The proposed project includes 161 rental apartment units, a gym/clubhouse, and 18,000 square feet of retail in three two-story buildings. The retail uses may include such services as a copy store, bank branch, shoe repair, dry cleaning, restaurant, or video store. The project provides 611 parking spaces, including 200 for transit patrons (an increase over the existing 135 spaces).

Numerous delays were encountered during project planning. The most significant delays were caused by the need for extensive undergrounding of utilities, soil remediation, and road re-alignment options then under consideration by the Linda Vista community. Due to these reasons, construction cost estimates escalated during the planning period.

In 2003, the City of San Diego agreed to become a development partner through its contribution of tax increment and utility undergrounding funds and other local funding. A Disposition and Development Agreement (DDA) between MTDB and CityLink (the developer) was recently approved. Various agreements also are being prepared between the City of San Diego and MTDB to address project funding issues. The project is tentatively scheduled for City of San Diego Planning Commission and City Council hearings this fall.

Although the proposed project would generate only modest revenue for MTDB, it is a good example of the type of smart growth development envisioned in both the RCP and 2030 RTP. It will provide mixed use, transit-supportive land uses, along with much-needed housing, and will serve as an economic stimulus to the surrounding neighborhood.

Grossmont Trolley Station

The Grossmont Trolley station is a 7.5-acre parcel located within the Fletcher Parkway Redevelopment Area of the City of La Mesa. In addition to the Grossmont station, the site contains a 600-space surface parking lot that is shared by transit users and the adjacent Pacific Theaters under an agreement between MTDB and CCRT Properties that will expire in 2021. The Grossmont station will be an important transfer point between the Orange Line and the Blue Line when the Mission Valley East extension opens in 2005.

In 1999, the City of La Mesa and MTDB jointly sponsored a planning and feasibility study to create a vision for the site and to provide guidance for future development proposals. The study analyzed a range of joint use alternatives, all of which included 600 parking spaces for transit users. The

alternatives examined were determined to be economically infeasible without some level of public subsidy.

In 2000, the City of La Mesa and MTDB issued a Request for Qualifications for a developer to design, construct, and manage a transit-oriented development on the site. Although a developer team was initially selected, the project did not proceed, because the developer closed their West Coast operations. A second development team also was selected, but negotiations did not progress.

In 2002, the City and MTDB issued a Request for Interest, which invited developers to submit their qualifications and interest in the site, without describing a competitive selection process. Fairfield Residential, LLC, was the only company to prepare a conceptual development plan for the site and to submit their qualifications to La Mesa and MTDB. Pending MTD Board of Directors and La Mesa Redevelopment Agency actions in July, both the City La Mesa and MTDB are expected to authorize an Exclusive Negotiating Agreement (ENA) with Fairfield. The ENA envisions a ground lease of the MTDB property. Development plans will be prepared over the next several months, and a DDA will be negotiated. An affordable housing component will be included in the project, as negotiated between the City of La Mesa and the developer.

E Street Trolley Station

In February 2003, MTDB authorized the execution of an ENA with Barone-Galasso for redevelopment of the E Street station, located between E and F Streets in the City of Chula Vista. Barone-Galasso is the same firm selected by the City of Chula Vista to redevelop the adjacent City corporation yard. The total size of the site, including the city property and MTDB's Trolley station, is 14 acres. The goal of the development project is to build a transit-oriented village, including approximately 175 for-sale units, 175 rental units, a business hotel, several restaurants and retail uses, and a multi-story parking garage for transit users, residents, and shoppers.

The ENA requires the developer to replace the existing 257 transit parking spaces and identify 125 additional spaces. MTDB has undertaken a preliminary engineering study of the light rail line to develop a concept for grade-separating the tracks from the adjacent freeway ramps to help relieve traffic congestion on the ramps and adjacent streets. The ultimate grade and alignment of the Trolley line established by the engineering study will be accommodated in the development project. It is likely that the Trolley station will need to be moved further south on the site. The site currently includes a Trolley signal box and the F Street spur line, which are expected to remain in place. It is anticipated that MTDB would lease its land to Barone-Galasso for the rental units, while the for-sale units would occur on land that is owned by the City of Chula Vista.

Planning for the project is currently underway, and will accelerate once the engineering study for the Trolley line is complete. The City hopes that construction will begin as early as possible. The project may be built in phases. Ultimately, MTDB will process a DDA with the developer for its portion of the property, and the City of Chula Vista will execute its own DDA for the city-owned property.

Solana Beach COASTER Station

In 2002, NCTD selected Sedona Pacific Corporation to develop the Solana Beach COASTER Station development project. Sedona Pacific expects to submit the final proposal for the project to NCTD in September 2003 and to the City of Solana Beach shortly thereafter.

The Solana Beach station is a major hub along San Diego's coastal rail corridor, providing COASTER commuter rail, Amtrak intercity passenger rail service, fixed route bus service, and seasonal service to the Del Mar Racetrack/San Diego Fairgrounds. It is Amtrak's fifth busiest station along the Pacific Surfliner Corridor, which is the fastest growing corridor for Amtrak nationwide. The downtown Solana Beach area, particularly to the east of the railroad tracks and south of the station, has been redeveloped as a pedestrian-oriented entertainment and design district.

The Solana Beach COASTER Station joint development project currently envisions a mixed-use development, with a parking garage for transit patrons and general users. The proposed parking would be a three-level, below-grade structure with the lowest level tying directly into the COASTER platform.

Additional funding is needed for this proposed project. The total estimated cost of the parking structure is \$12.5 million. To date, \$500,000 has been appropriated from federal bus program funds, and \$5 million in private development fees are expected. The project is included in the joint federal transportation agenda for SANDAG, MTDB, and NCTD, with a request for \$7 million in FY 2004 appropriations.

Final design is expected to be completed in Fall 2004, with the parking structure set to open by Fall 2005, provided funding is available

San Luis Rey Transit Center

In 2002, NCTD began the site selection process for a new regional transit center in northeast Oceanside, which would serve as a major transit hub and a key transfer point for a number of bus routes in the area between Oceanside and Vista. The proposed San Luis Rey Transit Center also is included in MOBILITY 2030 as a future bus rapid transit (BRT) station connecting this developing area to the Sorrento Mesa employment center via El Camino Real.

NCTD's Technical Advisory Committee (TAC), which included staff from NCTD, SANDAG, Camp Pendleton, City of Oceanside, Oceanside School District, and North County LifeLine (NCTD's paratransit service), evaluated 15 candidate sites in the San Luis Rey Valley. Criteria used to rank each site included development potential and other land use considerations, circulation and access, amenities, and transit operations. One highly ranked site – located at the corner of North River Road and Vandegrift Boulevard – had the potential for a joint development to include housing, retail, and office uses. On February 20, 2003, the NCTD Board of Directors approved this location as the preferred site of the future San Luis Rey Transit Center.

NCTD and the developer, Loranda Corporation, have jointly developed a conceptual site plan. Consultants have estimated the construction cost of the transit center to be \$2 million. Land costs have not yet been estimated. NCTD is currently negotiating with the developer to jointly complete

the environmental and preliminary design work that would lead to a conditional use permit application to the City of Oceanside later this year.

One of the challenges that joint development opportunities present is ensuring that a site is of sufficient size to accommodate both the transit use and the other joint development uses. NCTD is finding out that a critical issue for its developer and the City of Oceanside is the appropriate mix and amount of retail/commercial and residential development. Ensuring that the retail/commercial component is economically viable is a key concern. In smaller joint developments in more suburban settings, such as the San Luis Rey area, the “economic draw” of retail/commercial uses is likely to be more limited and will need to be supported by transit passengers and residents adjacent to the transit use.

Implementing Transit-Supportive Development Policies

Numerous research studies have shown that the rate of transit use is higher for people who live and work in close proximity (generally ¼ to ½ mile) to a transit station. SANDAG, MTDB, and NCTD have long sought to make transit an attractive mobility option by encouraging local jurisdictions to adopt transit-friendly land use policies, including developing at higher densities around major transit stations.

Transit-supportive development is implemented by local jurisdictions through their general and community plans, zoning regulations, and project development review. Both transit agencies have participated in various general plan updates and regularly request dedication of right-of-way and other facilities and accommodations for public transit as part of the local development review process (see Agenda Item No. 5).

TRANSPORTATION COMMITTEE

August 1, 2003

AGENDA ITEM NO.: **11**

Action Requested: INFORMATION

TRANSIT FIRST NOW! PROGRAM UPDATE

Introduction

Growing traffic congestion has consequences for our regional transit system. Since 1999, Metropolitan Transit System (MTS) operators have spent over \$3 million to maintain the frequency and reliability of the existing services that are slowed by congestion. The costs come from the need to add resources (vehicles and drivers) to provide the same level of service. These resources would be more productively spent on enhanced and new transit services.

To address the impact of traffic congestion on the existing transit system, site specific transit priority treatments are needed to help existing buses bypass congested areas. This program, called Transit First Now! provides short-term implementation of the Transit First vision. Improving the speed and reliability of the existing system will save operating resources as well as attract new markets to transit. It also will allow the San Diego Metropolitan Transit Development Board (MTDB) and local jurisdictions the opportunity to test and evaluate various transit priority measures for broader applications regionwide.

Discussion

The Transit First Now! program was initiated in October 2001 to identify and develop spot transit priority treatments for the existing transit system. Spot treatments include short transit-only lanes, queue jumpers, signal priority, and bus stop consolidation. To date, three bus queue jumpers are in operation (northbound Frazee Road at Friars Road; eastbound Broadway at Third Avenue; and southbound Fourth Avenue at E Street). A fourth queue jumper is currently under construction on H Street in Chula Vista near the Interstate 805 ramps. The City of Chula Vista incorporated this queue jumper into a road widening project to improve operations for Chula Vista Transit Routes 707 and 709.

After identifying 248 potential sites for priority treatments, on February 28, 2002, the MTD Board of Directors approved 15 sites for further feasibility and conceptual engineering analysis. On September 12, 2002, the MTD Board approved the five highest-ranked sites and treatments for preliminary engineering design and traffic feasibility analysis.¹

Attachment 1 summarizes the five highest-ranked Transit First Now! sites and proposed priority treatments resulting from preliminary engineering analyses. Attachment 2 depicts the proposed improvements at four of the five locations. (Additional sites and priority treatments also were

¹ The MTD Board originally approved El Cajon Boulevard and 70th Street as one of the five sites, but bus service at this location will be eliminated with the Mission Valley East Trolley opening. Therefore, the next highest-ranked location (Broadway between Harbor Drive and Eleventh Avenue) was included.

evaluated, but were either recommended for future study or proved to be impractical.) The following summarizes the proposed priority treatments for the highest-ranked sites:

1. Eleventh Avenue between Broadway and A Street – Proposed priority treatments include an Eleventh Avenue transit-only lane between Broadway and A Street, with an improved/relocated bus transit station, and a queue jumper at A Street. Ten bus routes, including MTDB's most frequent Route 7 and the commuter express routes, use this segment of Eleventh Avenue between Broadway and A Street. This arterial also carries a high volume of vehicular traffic onto I-5 and SR 163. The Eleventh Avenue priority treatments would allow the buses to bypass traffic congestion to access the SR 163 transit-only lane and Park Boulevard.

Smart Corner Development. One block of the Eleventh Avenue transit-only lane is adjacent to the Centre City Development Corporation (CCDC) Smart Corner project, located on the block bordered by Eleventh Avenue, Twelfth Avenue (Park Boulevard), Broadway, and C Street. This site would be developed with a five-story residential and 19-story office building. The City College Trolley station will run diagonally through the block. In coordination with CCDC, MTDB plans would incorporate a concrete transit-only lane on Eleventh Avenue between Broadway and C Street and a new bus stop for the project. CCDC has indicated its intent to make these transit facilities part of the Smart Corner project and budget. In addition, MTDB is planning a Transit First Showcase Project station on the east side of the Smart Corner development. Staff has approached CCDC about including this Showcase station into the Smart Corner design as well. Action by the MTD Board on June 26, 2003 reinforced MTDB's position and requested that the Eleventh Avenue transit-only lane, bus stop, and Showcase Project station be incorporated into the design, construction, and funding of CCDC's Smart Corner project.

The estimated design and administration cost to move the entire Eleventh Avenue transit-only lane, improved/relocated bus stop, and queue jumper to the implementation-ready phase (ready for right-of-way acquisition and construction) is approximately \$44,200, and the capital cost is approximately \$299,400. During Smart Corner construction, temporary relocation of an existing bus stop would cost an additional \$20,000. Combined costs for the entire project as well as the temporary bus stop relocation cost would total \$364,000, of which CCDC would provide approximately \$150,000 as part of the Smart Corner project. If full capital funding is available, this project could be completed in approximately two years (depending on coordination with the Smart Corner project).

2. University Avenue between Park Boulevard and Seventh Avenue – This segment of University Avenue is used by four bus routes and carries a high volume of vehicular traffic. The area has relatively high-density residential and commercial land uses. University Avenue bus stops are located close together and feature a wide range of facilities, from pole- and sign-only stops, to stops with benches and/or shelters. Proposed improvements would consolidate, relocate, eliminate, and/or enlarge stops and add a queue jumper at eastbound Ninth Avenue. The estimated design and administration cost to move this project to the implementation-ready phase is \$31,500. Capital costs are estimated to be approximately \$214,900. If full capital funding is available, the proposed improvements could be completed within 18 months.
3. First Avenue between A and Cedar Streets – First Avenue is a one-way northbound street that provides a link from downtown San Diego to I-5 and Hillcrest. There are existing bus stops located along the eastern curb at nearside Ash Street and farside Beech Street. Buses using the stop at Ash Street have difficulty merging across several lanes of freeway on-ramp traffic to

access northbound I-5. Proposed improvements would include eliminating the stop at First Avenue and Beech Street and adding a queue jumper at First Avenue and Ash Street. Immediate removal of the underutilized First Avenue/Beech Street stop would improve transit operations now. The stop would be temporarily closed to verify the effects on operations and customer response. The First Avenue/Ash Street stop is a good location for fast implementation of a queue jumper signal. Estimated design and administration costs to make this project implementation-ready are \$3,400. Capital costs would be approximately \$23,600. If full capital funding is available, the proposed improvements could be completed within 18 months.

4. Old Town Transit Center (OTTC) to Sports Arena Boulevard/Rosecrans Street -- The OTTC corridor is located near the congested Pacific Highway/Taylor Street/Rosecrans Street and Rosecrans Street/Sports Arena Boulevard/Camino del Rio West intersections. Near the OTTC, buses and automobiles experience significant delays at the railroad crossing, which accommodates regular Trolley, Coaster, Amtrak, and freight train crossings across Taylor Street. Traffic queues along Rosecrans Street during gate closures can extend as far west as Sports Arena Boulevard, prohibiting buses from getting to the OTTC on schedule. The recommended project includes adding a transit-only lane, queue jumper, and right-turn lane on eastbound Rosecrans Street and Taylor Street at Pacific Highway. Estimated design and administration costs to make this project implementation-ready are \$27,000. Capital costs would be approximately \$216,000. If full capital funding is available, the proposed improvements could be completed in approximately two and a half years.
5. Broadway between Harbor Drive and Eleventh Avenue – Broadway between Harbor Drive and Eleventh Avenue is a busy downtown corridor with high volumes of automobile traffic, pedestrians, and buses. The proposed project includes adding queue jumpers, a right-turn lane, and bus stop relocation. However, since the Centre City Transit First Study currently underway by CCDC and MTDB includes the Broadway corridor, these Transit First Now! proposals will be included in this broader study for further analysis. Estimated costs and schedule would be refined as part of the Centre City study.

Next Steps

On June 26, 2003, the MTD Board of Directors approved the highest-ranked Transit First Now! priority treatments for final engineering design. The MTD Board also directed staff to request that CCDC include the proposed Eleventh Avenue corridor improvements and costs in the Smart Corner project budget (as described above). Next steps include:

1. Continue to work with agencies, community groups, and neighborhood associations to gain input and support for the priority treatment recommendations.
2. Conduct the final design on the top highest-ranked projects (Attachment 1).
3. Provide results from the final design phase and updated construction cost estimates to the Transportation Committee as project designs are completed.

In December 2001, SANDAG and North San Diego County Transit Development Board (NCTD) staff identified several priority corridors that warrant further study for transit priority measures in the NCTD service area. This work has not progressed beyond preliminary analysis due to budget constraints. Staff intends to evaluate and rank candidate sites in the North County area in FY 2004, and bring this information to a future Transportation Committee meeting.

HIGHEST-RANKED TRANSIT FIRST NOW! RECOMMENDED PROJECTS

Attachment 1

Proposed Improvement	Implementation -Ready Cost¹	Capital Cost
1. Eleventh Avenue (between Broadway and A Street)		
Eleventh Avenue Transit Only Lane		
• Between Broadway and C Street (<i>Smart Corner</i> project)	\$12,100	\$82,500
• Between C Street and A Street (Transit First Now! project)	\$23,100	\$157,600
Eleventh Ave./Broadway Transit Stop		
• Relocate existing stop (farside Eleventh/Broadway) to nearside Eleventh/C Street after Smart Corner construction	\$4,600	\$30,600
Queue jumper at A Street	\$4,400	\$28,700
Subtotal	\$44,200	\$299,400
2. University Avenue (between Park Boulevard and Seventh Avenue)		
Ninth Avenue		
• Consolidate existing eastbound bus stops at nearside Eighth and Tenth Avenues and replace with a single new nearside stop at Ninth Avenue	\$6,600	\$45,400
• Add eastbound queue jumper	\$3,400	\$23,000
• Consolidate existing westbound bus stops at nearside Seventh and Ninth Avenues and replace with a single new farside stop at Ninth Avenue	\$8,700	\$59,300
Normal Street		
• Consolidate existing eastbound bus stops at nearside Richmond Street and at farside Herbert Street and replace with a single new nearside stop at Normal Street	\$8,600	\$58,900
Vermont Street		
• Relocate westbound farside bus stop 60 feet west	\$4,200	\$28,300
Subtotal	\$31,500	\$214,900

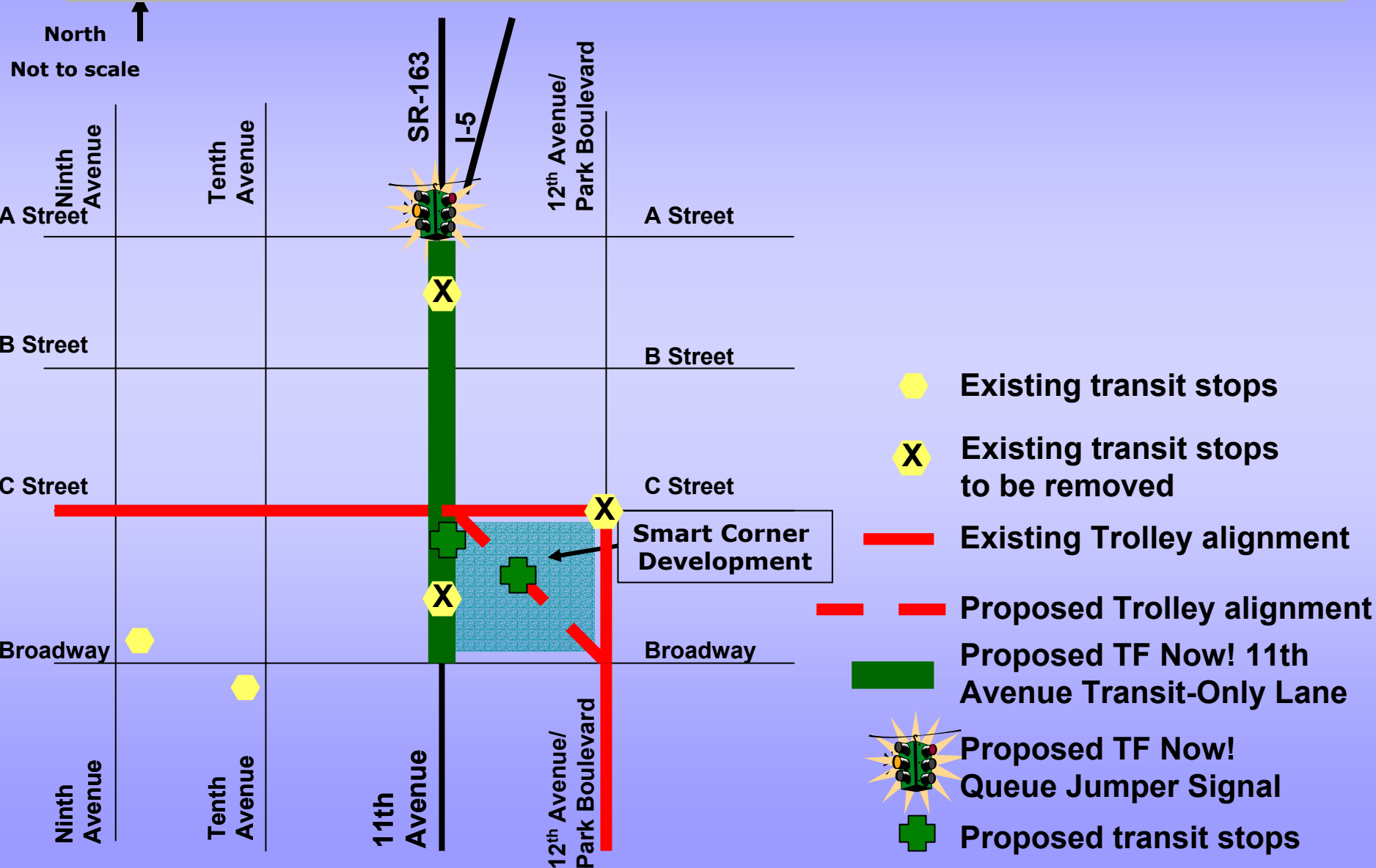
¹ Includes planning, preliminary engineering, environmental documentation, and final design costs; excludes right-of-way costs.

Proposed Improvement	Implementation -Ready Cost ²	Capital Cost
3. First Avenue (between A and Cedar Streets)		
<ul style="list-style-type: none"> Install First/Ash Queue jumper and remove First/Beech bus stop 	\$3,400	\$23,600
Subtotal	\$3,400	\$23,600
4. Old Town Transit Center (OTTC) to Sports Arena Boulevard/Rosecrans Street		
Eastbound Rosecrans/Taylor Streets <ul style="list-style-type: none"> Add a 400-foot westbound transit-only/right turn lane along Rosecrans Street Add a westbound queue jumper and right turn-only lane on eastbound Rosecrans Street at Taylor Street Modify striping along eastern leg of westbound Taylor Street at Pacific Highway to provide three 11-foot through lanes and a 10-foot transit-only lane into the OTTC. Modify signal phasing to allow for transit queue jumper and right turns onto Pacific Highway during train crossings. 	\$27,000	\$216,000
Subtotal	\$27,000	\$216,000
5. Broadway (between Harbor Drive and Eleventh Avenue)		
<ul style="list-style-type: none"> Queue jumper at westbound Columbia Street Queue jumper at westbound Front Street Right-turn lane at westbound First Street Bus stop at westbound Second Street Bus stop at westbound Eight Avenue Relocate Ninth Avenue stop. 		<ul style="list-style-type: none"> Recommended for further analysis in Centre City Transit First Study
TOTAL RECOMMENDED TRANSIT FIRST NOW! PROJECTS	\$106,100	\$753,900

² Includes planning, preliminary engineering, environmental documentation, and final design costs; excludes right-of-way costs.

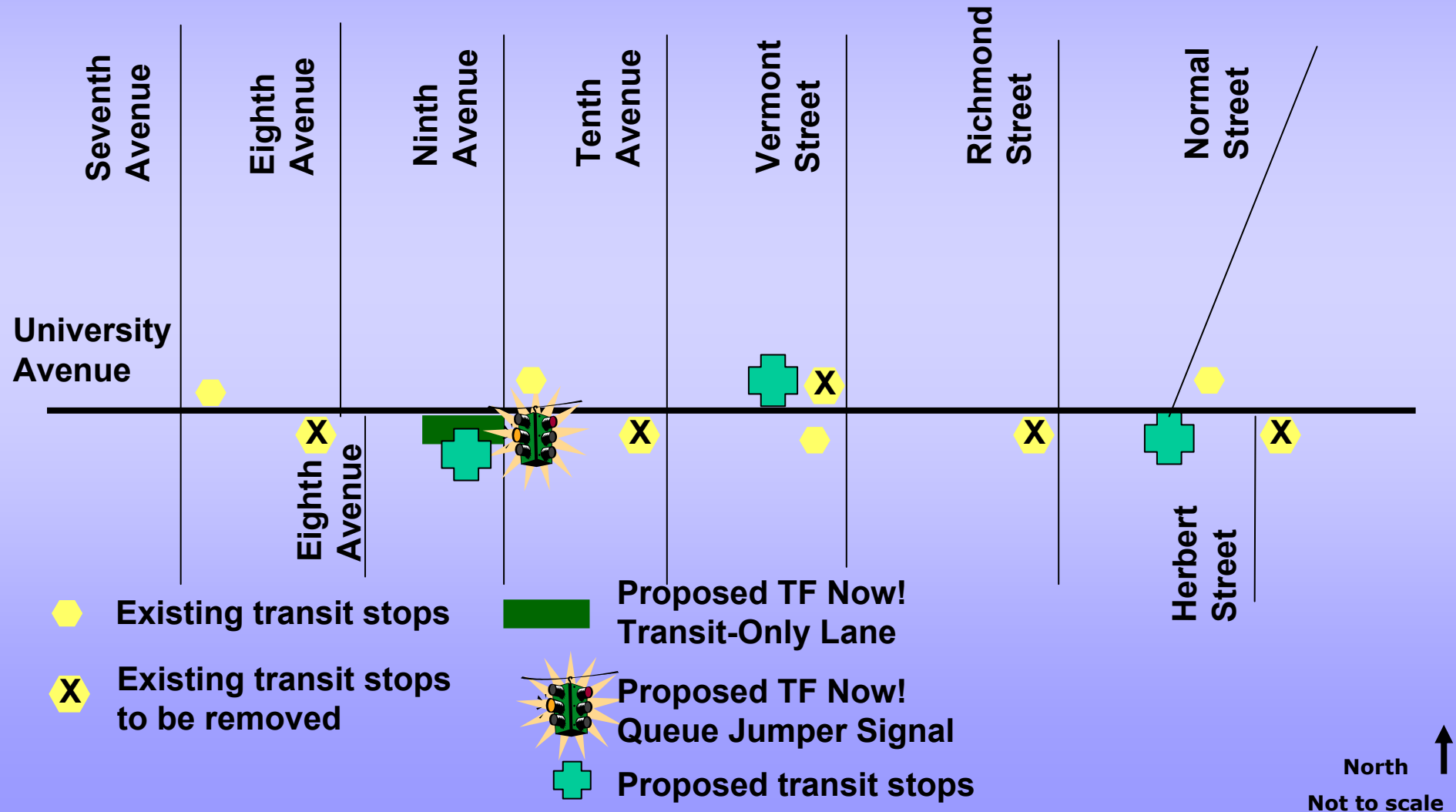
1. 11th Avenue Between Broadway and A Street

Proposed Improvements

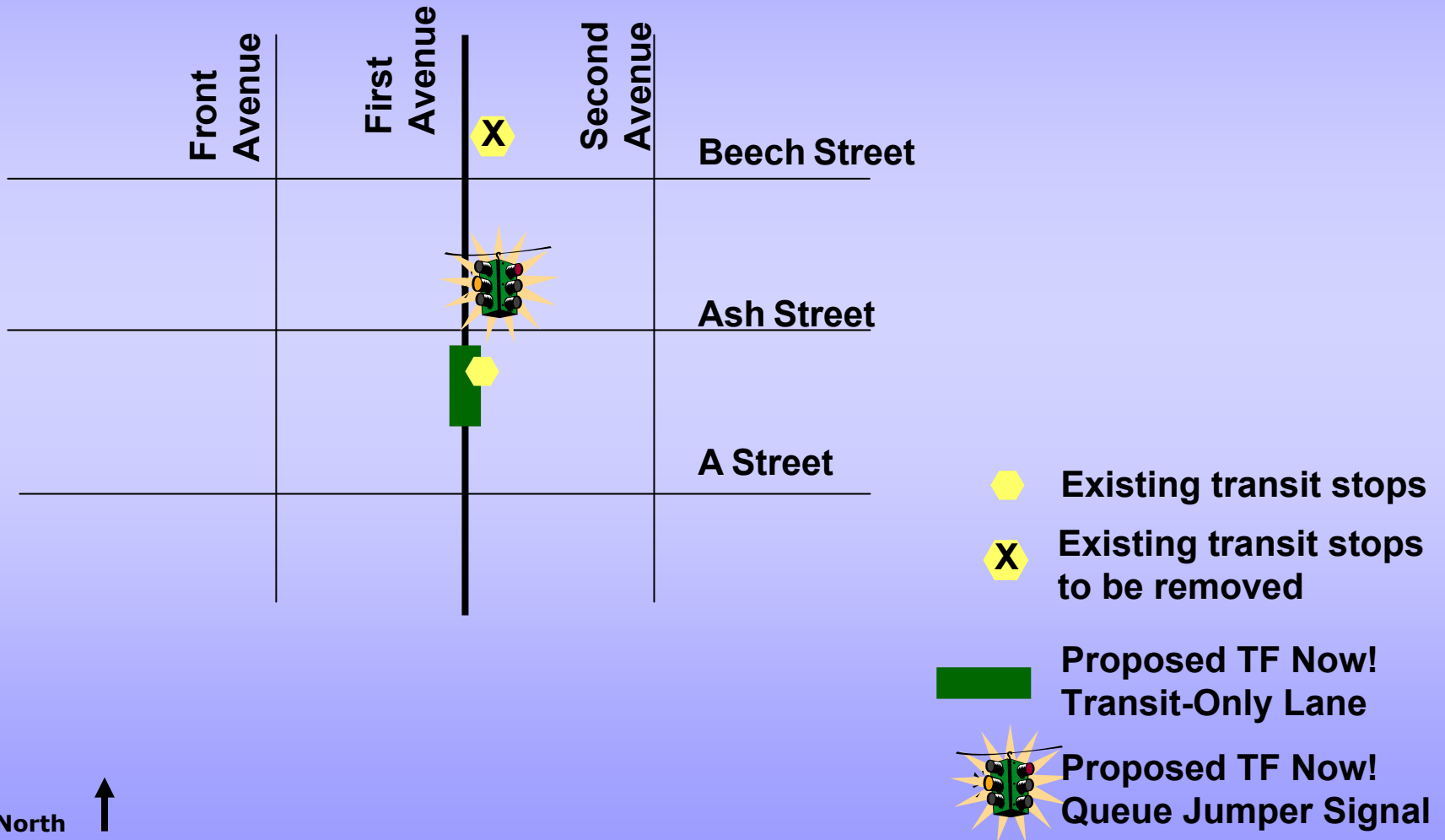


2. University Avenue Between Park Boulevard and Seventh Avenue

Proposed Improvements



3. First Avenue Between A Street and Beech Street *Proposed Improvements*



North ↑

Not to scale

4. OTTC at Pacific Highway/Taylor/Rosecrans St *Proposed Improvements*

