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Joe Kellejian, Chair
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(Representing **North County Coastal**)

Jim Madaffer, Vice Chair
Councilmember, City of San Diego

Mickey Cafagna
Mayor, Poway
(Representing **North County Inland**)

Jack Dale
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(Representing **East County**)

Jerry Rindone
Councilmember, Chula Vista
(Representing **South Bay**)

Ron Roberts
Supervisor, County of San Diego

Bob Emery
Metropolitan Transit System

Jack Feller, *Chair*
North San Diego County Transit Development Board

Mary Teresa Sessom
San Diego County Regional Airport Authority

Alternates

Jerome Stocks
Councilmember, Encinitas
(Representing **North County Coastal**)

Scott Peters
Councilmember, City of San Diego

Dick Murphy
Mayor, City of San Diego

Judy Ritter
Councilmember, Vista
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Phil Monroe
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(Representing **South Bay**)

Pam Slater-Price/Dianne Jacob
Supervisor, County of San Diego

Leon Williams, *Chair*
Metropolitan Transit System

Judy Ritter
North San Diego County Transit Development Board

Xema Jacobsen
San Diego County Regional Airport Authority

Advisory Members

Pedro Orso-Delgado
District Director, District 11
California Department of Transportation

Gary L. Gallegos
Executive Director, SANDAG



TRANSPORTATION COMMITTEE AGENDA

Friday, February 18, 2005
9 a.m. – 12 Noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego, CA 92101-4231

AGENDA HIGHLIGHTS

- **TRANSIT OPERATING REVENUE ESTIMATES AND ALLOCATIONS**
- **CAPITAL IMPROVEMENT PROGRAM**
- **INDEPENDENT TRANSIT PLANNING REVIEW**

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

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TRANSPORTATION COMMITTEE

Friday, February 18, 2005

ITEM #	RECOMMENDATION
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- | | |
|---|---------|
| + 1. APPROVAL OF FEBRUARY 4, 2005 MEETING MINUTES | APPROVE |
| 2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS | |

Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a "Request to Speak" form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

CONSENT ITEMS

- | | |
|--|---------|
| + 3. TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENT FOR CITY OF CHULA VISTA (SOOKYUNG KIM) | APPROVE |
|--|---------|

The City of Chula Vista has requested an amendment to a TDA claim to use \$63,500 from its unallocated TDA reserve to establish an operator performance-based retention incentive program. The Metropolitan Transit System (MTS) Board, at its January 27, 2005, meeting approved amending its TDA claim to reflect the request from the City of Chula Vista. The Transportation Committee is asked to approve the claim amendment.

CHAIR'S REPORTS

INFORMATION/
POSSIBLE ACTION

- | | |
|--|--|
| 4. VERBAL REPORT ON THE MTS COMPREHENSIVE OPERATIONAL ANALYSIS (COA) BLUE RIBBON COMMITTEE ACTIVITIES (Chairman Joe Kellejian) | |
| 5. VERBAL REPORT ON THE MTS COA TECHNICAL COMMITTEE ACTIVITIES (Toni Bates) | |

REPORTS

- | | |
|---|-----------|
| + 6. TRANSIT OPERATING REVENUE ESTIMATES AND ALLOCATIONS (Sookyung Kim) | RECOMMEND |
|---|-----------|

By March 1 of each year, SANDAG provides operating revenue estimates and allocations to the transit operators and to local agencies for the non-motorized program. The Transportation Committee is asked to recommend that the Board of Directors adopt the FY 2006 Apportionments and approve the revenue projections for FY 2007 to FY 2010 at its February 25, 2005 meeting.

+ 7. CAPITAL IMPROVEMENT PROGRAM (Kim York) APPROVE

The Metropolitan Transit System and the North San Diego County Transit Development Board have developed their Capital Improvement Programs (CIP) for FY 2006, which forms the basis for the Federal Transit Administration Section 5307 Urbanized Area formula fund grant, the Section 5309 Rail Modernization formula fund grant, and the RTIP amendment for the CIP projects. The Transportation Committee is asked to forward a recommendation to the SANDAG Board to approve the CIP for the San Diego region and submit the associated grants and program amendments.

+ 8. INDEPENDENT TRANSIT PLANNING REVIEW (Toni Bates) APPROVE

The *TransNet* extension includes funding for a number of light rail transit (LRT) and bus rapid transit (BRT) projects that are identified in the Regional Transportation Plan (RTP). The ballot measure included a commitment to conduct an Independent Transit Planning Review of the RTP and *TransNet* projects implementing strategy to help determine the most effective and cost efficient transit service and infrastructure plan for the region. The Transportation Committee is asked to approve the proposed study approach and preliminary scope of work for conducting the Independent Transit Planning Review. The Review would consist of a two-faceted approach that includes a consultant study and an oversight Peer Review Panel.

9. UPCOMING MEETINGS INFORMATION

The next two Transportation Committee meetings are scheduled for Friday, March 4, 2005, and Friday, March 18, 2005.

10. ADJOURNMENT

+ next to an agenda item indicates an attachment

TRANSPORTATION COMMITTEE

February 18, 2005

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF FEBRUARY 4, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:02 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Eric Pahlke, Chief Deputy Executive Director, noted that the draft minutes included in the agenda package referred to another document related to the joint Transportation Committee/Regional Planning Committee, and that information was inadvertently omitted. A revised set of minutes was distributed at the meeting.

Action: Upon a motion by Councilmember Jim Madaffer (City of San Diego) and a second by Councilmember Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee approved the revised minutes from the January 21, 2005, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, solicited donations for the Multiple Sclerosis Walk on April 9-10. The "water walking" team of which he is a part will occur on Saturday, April 2 at Frog's Club One in Spring Valley. He invited all to observe the water activities on that date. He thanked Transportation Committee members for their past support. Harrah's Rincon Casino matched all donations last year, and he hoped they will do the same this year.

Chair Kellejian encouraged the Transportation Committee members to donate to this cause.

REPORTS

3. IMPACT OF RECENT WINTER STORMS ON THE COASTAL RAIL CORRIDOR AND STATUS OF RESTORING INTERCITY AND COMMUTER RAIL SERVICE (INFORMATION)

Linda Culp, Senior Planner, provided a report on the damage from recent storms caused along the 351 miles of the coastal rail corridor from San Diego to San Luis Obispo. She stated that the impacts to service include: temporary slow orders in San Diego County, temporary shutdowns in Orange County, no service to Ventura and Santa Barbara during

January 11 – February 8, and no service between Los Angeles and San Luis Obispo during January 11 –February 28.

Ms. Culp pointed out that this corridor is the second busiest corridor nationwide, with seven million annual passengers. She mentioned that the Coaster accounts for one lane of traffic at the Interstate 5/Interstate 805 (I-5/I-805) merge during the morning peak hour.

Supervisor Pam Slater-Price (County of San Diego) asked how many passengers are on the first busiest corridor. *Ms. Culp replied that the busiest corridor is the Northeast Corridor with about 12 million annual passengers on AMTRAK.*

Ms. Culp summarized that there were more than 30 landslides on the corridor, thousands of railroad ties will need to be repaired, and repairs are expected through June. She emphasized the high level of cooperation that has been exhibited between all of the rail operators including coordinated efforts to restore service. She commented that there is a possibility of receiving federal funds to help with the repairs.

Chair Kellejian asked from what federal source such funds would be found. *Ms. Culp responded that it would be from weather-related disaster funds. Staff is investigating to determine whether rail repairs would be eligible for these funds.*

Chair Kellejian mentioned that the Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency (LOSSAN) will be meeting next week, and it can take action to apply for those emergency funds.

Councilmember Madaffer said that this points out the fragility of the line. He said that there have been discussions about moving the line away from the coastal zone, and asked if there has been an analysis of any preventable maintenance situations. *Karen King, NCTD Executive Director, agreed that it is a fragile infrastructure that we have the responsibility of protecting and updating. They have identified areas that need to be updated, and they conduct an inspection on a regular basis from Orange County to San Diego. There is a project to stabilize the Del Mar Bluffs that is being implemented in stages. This is the area of greatest risk.*

Supervisor Slater-Price asked about relocating the track, noting that the track historically was not directly adjacent to the coast. *Ms. King responded that the California High-Speed Rail Authority and Caltrans jointly conducted a study to look at the possibility of relocating the rail line from Los Angeles to San Diego to make improvements. The primary obstacle to relocation is that trains cannot pull the grades necessary for the terrain, and it would take significant structures or tunneling to move the railroad inland.*

Councilmember Madaffer suggested that planning for the possibility of moving the rail line inland should be commenced and staff should work with the federal government on funding. *Ms. King said that there is not enough money coming into the state from the federal government. This is a common problem with railroads all over the country. Most of the financial resources go to the Northeast Corridor. We need to get sufficient dollars and bring them into California.*

Ms. Culp mentioned that MOBILITY 2030 does call out improvements for this corridor and for future funds. It will be a team effort to work on a solution to this problem. She added that the state has been a good provider of rail funds in the past. This corridor is a priority in our long-range transportation plan.

Councilmember Madaffer commented that this is a classic example that our region needs to be working with the folks in Washington, D.C., to make a strong case to spend the money now because the coast will continue to erode. The next big storm could cause more miles of track to be damaged. He suggested that this be added to our long-term legislative agenda.

Supervisor Slater-Price said that historically the train fell into the sea twice, so this possibility is not out of the question. The original rail line did not follow the coastal route and was rerouted to provide service to the coastal communities. She suggested that staff investigate the original alignment location.

Mayor Kellejian mentioned that this line has been in place since 1881.

Ms. King said that a portion of the line was located farther inland and then was moved to the coast due to the difficulty of operating inland. It was primarily freight service at that time.

Supervisor Slater-Price said that Colonel Fletcher moved the line closer to the coast to promote development.

Councilmember Jack Dale (East County) stated that money for highways was transferred for retrofitting bridges. He asked if this opens us up to another source of money for rail.

Mayor Kellejian said that part of our budget problem is that we are still retrofitting bridges, and that is a topic of conversation throughout the state. In talking with the Caltrans Director, he said that bridge retrofitting is a primary issue, and it is driving our current transportation budget problems. He thinks there still are two bridges to retrofit, and it is a multibillion dollar undertaking.

Action: This report was presented for information.

4. TRANSIT SERVICE PLANNING AND PUBLIC HEARING PROCESS (DISCUSSION/POSSIBLE ACTION)

Mayor Kellejian stated that a revised Proposed Regional Transit Service Planning and Implementation Process sheet was distributed. The first section is related to new service, the next section is for regionally significant service, and the third section is for minor service.

Toni Bates, Division Director of Transit Planning, reported that the Board adopted Policy No. 018, Regional Transit Service Planning that defines the role of the two transit agencies and SANDAG including a process for conducting public hearings. The Transportation Committee conducted a public hearing recently, and at that meeting the Committee expressed a desire to streamline the public hearing process and to place public hearings

with the transit agencies. Based on that direction, staff developed a proposal for revising Policy No. 018 to reflect a shift in responsibilities related to public hearings.

Ms. Bates said that staff has worked on this process with the public transit agencies. Step 1 is establishing the policy framework by developing the Regional Short-Range Transit Plan (RSRTP). This is where SANDAG and the transit agencies establish a service planning framework and guidelines including: goals and objectives, needs and deficiencies, parameters and performance standards, and a regional consistency checklist. In Step 2, SANDAG and the transit agencies develop service proposals to address the needs and deficiencies. Most of these will be new service proposals and major revisions to the existing system. The Transportation Committee would conduct a public hearing on the RSRTP, not the specific services. In Step 3, the transit agencies develop their budgets. Step 4 is where service implementation begins. This is where activities have shifted from SANDAG to the transit agencies.

Ms. Bates said that staff believes this process addresses the concern of the Transportation Committee by focusing its efforts on policy oversight and leaving the details of transit service implementation to the transit agencies.

Mayor Kellejian thanked the transit agencies for their valuable input on this plan, and for staff's time and effort. He said that it is important that we have consistency in our responsibilities with Senate Bill (SB) 1703.

Jack Limber, General Counsel, stated that under SB 1703 the short-term operational planning for transit services was transferred from the transit boards to SANDAG, but it also included that local route planning and financial planning would continue to be the responsibility of the transit agencies. We have tried to define those roles in this process and to make it clear that the route planning and public hearing functions will be at the transit agencies, and the guidelines from the Regional SRTP and monitoring will be at SANDAG. This is consistent with the two roles of the two groups of entities.

Paul Jablonski, MTS Chief Operating Officer, confirmed their agreement with these changes to the policy for a couple of basic reasons: they recognize that there is more than one kind of service change, and they improve efficiency.

Ms. King noted that to be consistent with SB 1703, the third column should say "local" in addition to "minor" changes. Staff agreed to make that change.

Councilmember Jerry Rindone (South County) asked for a legal opinion on the differing roles between SANDAG and the transit agencies. He supported the recommendation on the regional transit service planning process. It was his understanding that public hearings for service changes would occur at the transit agencies, and there is no appeal to SANDAG. Mr. Limber clarified that the only way a change would come back to the SANDAG Transportation Committee is that if a change arose as a result of that transit agency public hearing different than that being proposed and that change has a potentially significant regional impact. Then it would be brought back to SANDAG staff and conceivably to this committee, but that would be a highly unlikely occurrence.

Chair Kellejian asked if it would come to the Transportation Committee if the change would have a regional or budget significance. Mr. Limber said it could come to the Transportation Committee for either one of those reasons. He noted that seldom has a new service proposal been materially changed at a public hearing.

Councilmember Emery reiterated that a public hearing would not be precluded for a local but significant item that might arise. It might be important enough to have a hearing at the transit agency. Mr. Limber said the change would be locally significant and up to the transit agencies.

Councilmember Monroe said that there are two results from a public hearing: a very different result from a proposed service change or we approve the service change that was suggested.

Leon Williams, MTS Chair, clarified that there would be no public hearings on service at SANDAG. Mr. Limber agreed that was correct.

Councilmember Ritter asked about an appeal process. Mr. Limber said there would not be an appeal. A service proposal might be amended if the transit agency wants to do something significantly different from the original proposal. In that case, the service proposal might come to SANDAG staff to ensure consistency with the RS RTP.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Emery, the Transportation Committee directed staff to amend the short-range transit service planning process contained in SANDAG Policy No. 18, Regional Transit Service Planning, and bring it back to the Transportation Committee and Board for adoption.

5. TRANSPORTATION PROGRAM FUNDING UPDATE (INFORMATION/POSSIBLE ACTION)

Jose Nuncio, Senior Engineer/Programming Manager, provided information about the FY 2005/06 proposed state budget including the suspension of Proposition 42 funds (\$1.3 billion). This suspension is to be treated as a loan. The FY 2003/04 to FY 2005/2006 suspensions equal \$3.4 billion. The \$3.4 billion is to be repaid over 15 years, starting in FY 2007/2008. The proposed budget is silent on FY 2006/2007 suspensions. There will be a constitutional firewall of the Proposition 42 funds starting in FY 2007/2008. He added that the Indian gaming bond revenues assumed for FY 2004/2005 are now being assumed to occur in FY 2005/2006.

Mr. Nuncio noted that over half of the 2004 State Transportation Improvement Program (STIP) funding was to come from Proposition 42 revenues. He said that none of our projects were included for Grant Anticipation Revenue Vehicle (GARVEE) bonding. The California Transportation Commission (CTC) is not proceeding on any GARVEE bonding because the state lacks matching funds.

Mr. Nuncio reviewed the potential regional funding impacts of \$389.5 million, the amount of money at risk for projects under construction (\$125 million), and those projects under construction or in operation including the Sprinter, the I-5/I-805 "merge," the I-15 Managed

Lanes, the East Village Access Improvements, MTS bus acquisition, the Oceanside Transit Center parking, and the Rideshare program.

Mr. Nuncio also reviewed the amount of funds at risk for projects that are ready to go or for right-of-way acquisition within the next 18 months, which totals \$264 million. Those projects include the State Route (SR) 905 freeway, SR 52 freeway, I-15 Bus Rapid Transit, I-5/Lomas Santa Fe Interchange, NCTD Bus Acquisition, Mid-Coast Light Rail Transit (LRT) Environmental and Design, and Caltrans Operational and Rehabilitation projects.

The overall economic impacts to the region are \$400 million, with job losses of 9,000, lost income of \$291 million, and a local tax loss of about \$40 million.

Mr. Nuncio provided possible funding options such as advancing future *TransNet* for eligible projects under a reimbursement agreement with the CTC, advancing future *TransNet* funds to provide the match for the GARVEE process (subject to CTC changing its policy language, and reconsidering SR 905 and SR 52 for GARVEE funding), and investigating a financing mechanism for Regional Surface Transportation Program/Congestion Mitigation and Air Quality (RSTP/CMAQ)-backed local bonds and funds via the Transportation Infrastructure Finance and Innovation Act, or TIFIA (a federal credit mechanism to facilitate projects).

Mr. Nuncio went over the upcoming state deadlines. The next steps are to continue monitoring the impact of state budget negotiations on local transportation projects, and prepare programming and reallocation proposals pending the outcome of those negotiations.

Chair Kellejian mentioned that last week he moderated a special legislative briefing in Sacramento convened by Senator Denise Ducheny. There was a combination of industry, business leaders, and government representatives, and the subject matters were: budget impacts on San Diego County, homeland security, housing, and transportation. He provided the transportation briefing and primarily presented the information that was just reviewed. The result was the desire to convene a special transportation workshop in the future for members of the State Legislature to take on these issues.

Mayor Cafagna asked about the payback protection for advancing funds out of *TransNet* dollars. He asked if we need to set up a discussion of this option and the ramifications of it. Mr. Pahlke agreed that staff could develop an analysis of this option and its ramifications and report back to the Committee. He noted that some of the projects on the "at risk" list are the *TransNet* Early Action projects that the Board adopted last week. Another project at risk is the Sprinter, and NCTD is using CMAQ funds to backfill the state funds.

Pedro Orso-Delgado, Caltrans District 11 Director, stated that there was a meeting of the statewide directors recently in San Diego. They reviewed the issue of using sales tax measure funds such as *TransNet* as a temporary measure given the state transportation budget shortfalls. The response was that Caltrans is probably going to work on setting up a process for sales tax measure revenues, and enter into Assembly Bill (AB) 3090 agreements with regional and local agencies. Projects having regional significance will fare better than local projects. From that point, we could move forward as a way of keeping this entire transportation infrastructure program moving.

Chair Kellejian asked Mr. Orso-Delgado to explain the AB 3090 program. He said that we want assurance we will get our money repaid. Mr. Orso-Delgado explained that AB 3090 is a funding mechanism where the local agency fronts money to the state. Imperial County recently went through this process for one of its interchange projects. One condition is that there needs to be a revenue stream to ensure the money is coming in, then the state would repay from future STIP monies.

Chair Kellejian agreed that some criteria needs to be developed and projects prioritized for this type of funding mechanism throughout the State of California.

Councilmember Feller said that he read in a recent news article about Governor Schwarzenegger having a surprise in store for us in a couple of weeks. He asked if anyone else had heard about that. Mr. Nuncio said it was his understanding that the Governor's proposal will have to do with proposed legislation to allow greater public/private partnerships to be implemented. Another significant action is that it is the CTC's policy that matching funds for GARVEE bonds have to come out of the STIP. What we are proposing is using local funds to match the GARVEE federal funds. It appears the CTC is becoming more receptive to this idea.

Chair Kellejian stated that the Caltrans Director is very receptive to public/private partnerships.

Councilmember Madaffer commented that the citizens of our county are being shortchanged. About 75 percent of funds coming into the county are subject to the whims of the state budget. He said that we could be acting to alleviate traffic congestion, but are hamstrung by the state's budget situation. At some point, this organization ought to look at any and all options available from a legal and legislative standpoint to prevent transportation dollars from being diverted. We should explore the legal options against the State of California. He suggested that we get with other self-help counties to band together against the state.

Councilmember Scott Peters (City of San Diego) said it is reasonable to question whether we can loan the *TransNet* money to the state and get it paid back. We earmarked an awful lot of projects. What are the implications for the *TransNet* program of projects. He asked if we decide to depart from that program, what would be the criteria to make the decision about where the money is spent.

Chair Kellejian said that we have a Regional Transportation Plan (RTP) in place (MOBILITY 2030). Mr. Pahlke stated that as part of the current and future *TransNet*, we have a plan of finance that lays out the financial situation for projects that were included in those plans. We will be updating the *TransNet* plan of finance, including refining the funding estimates that will reflect the current delay, what that means to project schedules and funding, what *TransNet* funds could be advanced under the AB 3090 mechanism, and guaranteed paybacks. We are working to set up the *TransNet* Independent Taxpayer Oversight Committee, and will work through it and this Committee on these issues.

Councilmember Peters said that if we change the *TransNet* spending plans, we will have to choose between projects.

Mr. Pahlke noted that the RTP update will be conducted during this next year.

Supervisor Slater-Price said that the problem is that we supported passage of Proposition 42 that contained the funding loophole. Because of that, we don't have legal recourse. If the Governor declares a state of emergency, then the money can be diverted. We should not support any proposals containing that loophole.

Supervisor Slater-Price mentioned an interesting article in the North County Times, where the Governor is now saying that transportation is a major focus for his term and he is interested in private/public partnerships. That means toll roads in partnership with the government. This is not an unreasonable proposal. We need to review this proposal and look at the possibility, including how much is required to build projects, and how to divide this cost between private and public interests, and then set an appropriate sunset date with a reasonable set-aside for maintenance purposes. However, she cautioned that the freeway toll cost should not continue to escalate and we should avoid double taxation.

MTS Chair Williams asked about the status of the MTS bus acquisition project. Mr. Nuncio replied that the CTC has given authorization to spend those monies, but those funds have not been reimbursed to the local agency. He added that for the MTS bus acquisition there was a \$10 million advance granted to MTS.

Mr. Pahlke stated that we will figure out a way not to stop construction or bus acquisitions.

Public comments:

Robert Hoffman, representing SMART, said that he now understands the rationale behind SANDAG activities; transportation projects are just a mechanism for taking care of job losses.

Chuck Lungerhausen, a member of the public, commented that with the state continuing to take transportation funds, he hoped the electorate would receive an explanation as to why some transportation projects are not finished in a timely fashion and why traffic seems to get worse. Public transportation is part of our infrastructure and its operation and continuation to update our transit vehicles should be funded by some kind of tax from a consistent source. These one-time grant agreements are not the way to fund a budget. One-third of a half-cent sales tax does not do the job either. Continually increasing transit fares means that you run the risk of losing tourist dollars. Other areas have a better tax support for their public transportation system than San Diego. We are in competition with other cities for tourist dollars as a result.

Action: The report was presented for information.

6. UPCOMING MEETINGS

The next meetings of the Transportation Committee are scheduled for February 18, 2005 and March 4, 2005.

7. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:37 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
FEBRUARY 4, 2005**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of Encinitas	Jerome Stocks	Alternate	Yes	
North County Inland	City of Poway	Mickey Cafagna	Member	Yes	
	City of San Marcos	Corky Smith	Alternate	Yes	
East County	City of Santee	Jack Dale	Member	Yes	
	City of Santee	Hal Ryan	Alternate	No	
South County	City of Chula Vista	Jerry Rindone	Member	Yes	
	City of Coronado	Phil Monroe	Alternate	Yes	
City of San Diego	----	Jim Madaffer	Member	Yes	
	----	Scott Peters	Alternate	Yes	
		Dick Murphy	Alternate	No	
County of San Diego	----	Ron Roberts	Member	Yes	
	----	Pam Slater-Price	Alternate	Yes	
	----	Dianne Jacob	Alternate	No	
Metropolitan Transit Development Board	City of Poway	Bob Emery	Member	Yes	
	MTDB	Leon Williams	Alternate	Yes	
North County Transit Development Board	City of Oceanside	Jack Feller	Member	Yes	
	City of Vista	Judy Ritter	Alternate	Yes	
	City of Del Mar	Dave Druker	Alternate	No	
San Diego County Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	Yes	
	Governor's Appointee	Xema Jacobson	Alternate	Yes	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	—	Bill Figge	Alternate	No	

TRANSPORTATION COMMITTEE

February 18, 2005

AGENDA ITEM NO.: **3**

Action Requested: APPROVE

TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM AMENDMENT FOR CITY OF CHULA VISTA

Introduction

The Metropolitan Transit System (MTS) submits one TDA claim per year on behalf of all operators in its service area. One of the operators, the City of Chula Vista, has requested an amendment to the Claim 253 to use \$63,500 from its unallocated TDA reserve to establish an operator performance-based retention incentive program. The MTS Board, at its January 27, 2005, meeting approved amending its TDA claim to reflect the request from the City of Chula Vista.

Recommendation

It is recommended that the Transportation Committee approve the amendment to MTS Claim 253 for the City of Chula Vista to allocate funds to establish a performance-based incentive program.

Discussion

Effective FY 2002, MTS submits one consolidated TDA claim on behalf of all operators in its service area. An agreement reached between MTS and the cities that previously received TDA funds, stipulates that any unused TDA balances held by the jurisdictions would be available for eligible TDA projects. The City Council of Chula Vista approved a plan to reward bus operators and maintenance staff for providing top quality service and demonstrating safe and dependable work ethic. To that end, the City established a three-year performance-based incentive program. The requested \$63,500 TDA claim amendment would fund the incentive program in FY 2005. The funding for years FY 2006 and 2007 would be part of the regular MTS budget process.

Staffs of both MTS and SANDAG have determined that this incentive program is an eligible use of TDA funds.

RENEE WASMUND
Director of Finance

Key Staff Contact: Sookyung Kim, (619) 699-6909; skl@sandag.org

TRANSPORTATION COMMITTEE

February 18, 2005

AGENDA ITEM NO.: **6**

Action Requested: RECOMMEND

TRANSIT OPERATING REVENUE ESTIMATES AND ALLOCATIONS

Introduction

The transit operators within the SANDAG region receive various federal, state, and local revenues to support both ongoing operations and major capital projects. While Federal Transit Administration (FTA) funds comprise the main funding source for capital improvements, these federal formula funds are also used for operating purposes (i.e., for activities qualifying as "preventive maintenance" including maintenance of vehicles, equipment, and facilities).

State and local revenues provide funding for continued operations of transit services as well as match for federal capital funds. SANDAG is responsible for the apportionment of these funds to the transit operators and to the local agencies for the non-motorized program. This report provides the apportionments for FY 2006 and projection of revenues for Fiscal Years 2007 to FY 2010 for each fund type.

For FY 2006, the San Diego County Auditor provided the apportionment of regional Transportation Development Act (TDA) revenues, the State Controller's Office published estimates of State Transit Assistance (STA), and the FTA published the annual apportionments for federal formula funds in the Federal Register. *TransNet* estimates are based on actual sales tax receipts to date for the program escalated by growth projected in the region's Demographic and Economic Forecasting Model (DEFM). The FY 2007 to FY 2010 estimates of TDA, STA, and *TransNet* reflect a range from a modest, steady increase of 3 percent on the low end to a growth from 4.4 to 5.0 percent on the high range based on DEFM. For the federal formula funds, we estimated an annual increase of 2.4 percent based on the most recent annual increase in the overall federal formula funds. These estimates are shown in Tables 1 to 4.

Recommendation

The Transportation Committee is requested to recommend that the SANDAG Board at its February 25, 2005, meeting:

1. adopt the FY 2006 Apportionments; and
2. approve the revenue projections for FY 2007 to FY 2010

Discussion

Each year, as the transit agencies undertake their budget development processes, SANDAG provides the estimates of regional transit funding under TDA, STA, the FTA Urbanized Area Formula Program (Section 5307), the FTA Fixed Guideway Modernization Program (Section 5309 Rail Mod), and

TransNet sales tax. By law, TDA and *TransNet* funds are allocated based on the most recently available population estimates (January 2004, Department of Finance). STA funds are allocated by population and qualifying revenues as reported by the transit agencies in their annual State Controller's Report. There is no adopted policy for allocating the FTA Section 5307 funds; however, in practice, these funds have been divided by a historical formula agreed to by the Metropolitan Transit System (MTS) and the North San Diego County Transit Development Board (NCTD). MTS was the sole recipient of FTA Section 5309 Rail Mod funds until FY 2003. Beginning in FY 2004, the Coaster commuter rail became eligible for these funds, and NCTD began receiving a portion of these funds.

Transportation Development Act (TDA)

The TDA is the major subsidy source that supports the region's public transit operators and non-motorized transportation projects. The TDA comes from 1/4 percent of state sales tax assessed in the region. SANDAG, as the Regional Transportation Planning Agency (RTPA), is responsible for the apportionment of TDA funds each year in conformance with legislative priorities. The transit operators submit their annual TDA claims based on the SANDAG apportionments and in compliance with SANDAG's TDA Administration Policy.

The County Auditor has estimated that \$116 million of TDA funds will be available for FY 2006. This equates to a 7.5 percent increase from FY 2005. This increase is greater than the actual projected growth in sales tax receipts, because it includes higher than expected receipts in FY 2005 in addition to the projected growth rate of 4.5 percent from FY 2005 to FY 2006. The County's projection is consistent with the 4.8 percent growth projected from FY 2004 to FY 2005 based on the first six months. The County has retained the additional funds received in FY 2005 that exceed the original apportionment to rebuild depleted reserves. Since the reserves fell from a high of \$16.3 million in FY 2001 to a low of \$2.5 million in FY 2003, we do not assume any release of TDA reserves in these projections. The apportionments for FY 2006 determine the amount of funds available to each agency to claim. SANDAG is required to notify prospective claimants of the apportionments by March 1, necessitating action by the Board this month.

The legislative priorities established by state law include certain categories for which TDA funds are taken "off the top." For FY 2006, these include the apportionment and allocation to SANDAG for various planning, programming, and administrative related expenses, funding of bicycle and pedestrian facilities, and support of community transit services. In addition, the County Auditor receives an allocation based on estimates of its costs to administer the TDA program. The remaining apportionment, along with prior year carryover funds are available to claim. Prior year carryover funds are those apportionments that have not yet been claimed by the operators.

The remaining TDA apportionments are divided among the two transit service areas, the NCTD area and the MTS area, on the basis of population. SB 1703 transferred certain functions previously performed by NCTD and MTS to SANDAG as the consolidated agency. SB 1703 required that all local, state, federal, and other funding available to carry out the responsibilities of the consolidated agency shall be deemed to be funding of the consolidated agency. Accordingly, TDA apportionments reflect the transfer of local match to the federal formula funds for the capital projects transitioned to SANDAG. An additional apportionment to SANDAG covers those indirect administrative functions that are not directly funded by projects. Table 1 shows the breakdown of revenues available for each agency. As the first full year as the consolidated agency, FY 2005 was

the first year in which the various transfers occurred. For information and comparison purposes, the projection of FY 2005 (approved by the Board of Directors on February 27, 2004) is included in this table along side the apportionment for FY 2006 and projections for FY 2007 to FY 2010.

State Transit Assistance (STA)

The State Transit Assistance program (SB 620, as amended) is derived from the Public Transportation Account (PTA) and provides a second source of operating and capital funding for transit operators. Half of the funds in the PTA support state programs including the State Transportation Improvement Program (STIP). The remaining PTA balance goes to the STA program. Within STA, 25 percent is allocated to regional entities according to a population formula, and 25 percent to regional entities to be allocated in turn to individual operators proportionately based on a revenue formula. The State Controller is required to issue estimates of funds to be allocated to each regional entity by January 10 of each year. The STA also outlines specific requirements and eligibilities that each transit operator must meet in order to receive STA funds. Table 2 shows the apportionment for FY 2006 and the projected revenues from FY 2007 to FY 2010. Historically, trends in STA revenues have proved rather volatile with revenues ranging from a 69 percent increase from FY 2001 to FY 2002 to 33 percent decrease in FY 2003. Fortunately for FY 2006, the State Controller estimates a 33 percent increase (\$8.6 million for the region) from last year.

TransNet

In 1987, the voters of San Diego County approved the *TransNet* program - a half-cent sales tax to finance major transportation projects in the region. The funding is distributed in equal thirds among highway, transit, and local street and road projects. The one-third of *TransNet* sales tax revenues dedicated for transit purposes is allocated by population to MTS and NCTD.

By vote of the SANDAG Board of Directors in June 2003, the maximum available for non-rail capital purposes, such as transit operations or bus rapid transit construction, formerly limited to 20 percent of the total transit share of *TransNet* annual revenues, was increased to 40 percent. Hence, no less than 60 percent of the annual *TransNet* revenues must be used for specific rail-related capital improvements. Using the actual sales receipts to date, the estimated FY 2005 *TransNet* revenues for transit is \$74.3 million, a 6 percent increase from FY 2004. This increase is greater than the projection from last year (4.2 percent) because of the higher than expected receipts this year. The FY 2006 estimate of \$77.7 million is consistent with the DEFM model projection of 4.5 percent growth.

With the current *TransNet* program scheduled to expire in 2008, the voters approved an extension to *TransNet* in November 2004. The distribution of revenues under the extension of *TransNet* differs from the original measure. After deducting costs associated with administration, the Independent Taxpayer Oversight Committee (ITOC), and the bicycle/pedestrian program, beginning in FY 2009, the *TransNet* program is divided into Major Corridor Projects (42.4 percent), New Bus Rapid Transit/Rail Operations (8.1 percent), Local System Improvements (33 percent), and Transit System Improvements (16.5 percent) from which the transit revenues are derived. Within the transit share, services provided pursuant to Americans with Disabilities Act (ADA) and subsidies for seniors have specific earmarks (2.5 percent and 3.25 percent, respectively). The remaining revenues can be used for operating or miscellaneous capital purposes.

Since the division of revenues differs between the original *TransNet* measure and the *TransNet* extension, the allocations of those revenues for transit purposes differ as well. Table 3, showing the distribution of the final years of the original measure (through FY 2008), starts with the entire one-third of the *TransNet* revenues for transit and breaks this amount down by operator and by capital versus operations purposes. Table 3a, dealing with transit's 16.5 percent share of the *TransNet* extension, sets aside funding for ADA and senior service and assumes that the transit agencies' shares for operations and operating capital will remain consistent with the levels funded under the current *TransNet* program. This equates to 13.33 percent of the total *TransNet* revenues. The remaining 3.17 percent of the 16.5 percent total revenues available for transit operating purposes are assumed to be set aside for discretionary use for regional transit priorities as adopted by the SANDAG Board of Directors as part of the Regional Short Range Transit Plan (SRTP).

As previously noted, the SANDAG Board of Directors voted in June 2003 to increase the maximum available to the transit operators for operations and non-rail capital projects from 20 percent to 40 percent for the last five years of the original *TransNet* program. This was in response to the former Metropolitan Transit Development Board's (MTDB's) request to program not only increased revenues for operations, but to provide \$14 million in *TransNet* funding to advance specified Bus Rapid Transit (BRT) Projects to implementation-ready stages, in anticipation of new revenues either through the extension of the *TransNet* measure or from federal or state discretionary funds.

Responsibility to implement those BRT projects now rests with SANDAG, and the extension of *TransNet* through the year 2047 has become a reality. It is now assumed that the BRT projects identified as priorities by the MTD Board of Directors in its action of May 2, 2003, will be implemented as part of the extended *TransNet* program. The expenditures from the original *TransNet* measure for these projects are now estimated to be less than \$4 million. Table 3 shows that the entire 40 percent share available from FY 2006 through FY 2008 may be used for operations, and that an additional \$5.5 million not previously used for either BRT or operations through FY 2005 may be claimed on a one-time basis for either operations or capital purposes. NCTD also has additional operating capacity (\$21.2 million), which NCTD has elected to use for the Sprinter rail service.

Federal Transit Administration Programs (Section 5307 & 5309)

49 USC Section 5307 provides for transit capital and operating assistance in urbanized areas and for transportation-related planning. For areas with populations of 200,000 and more such as San Diego County, the formula is based on a combination of bus/vanpool revenue vehicle miles, bus/vanpool passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density. Eligible activities under this program include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities; construction of maintenance and passenger facilities; capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some ADA complementary paratransit service, while recorded as operating expenditures, are considered capital costs for purposes of eligibility.

Capital projects to modernize or improve fixed guideway systems are eligible for funding under the 49 USC Section 5309 Fixed Guideway Modernization program. Projects include, but are not limited

to, the purchase and rehabilitation of rolling stock, track, line equipment, and structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment (including computer hardware and software), and system extensions. Preventive maintenance also is an eligible cost.

After deducting funds for SANDAG regional planning and the vanpool program, Section 5307 funds have historically been allocated 70 percent for MTS and 30 percent for NCTD. Based on discussion with both MTS and NCTD, the same formula was used to allocate the 5309 Rail Mod funds. (SANDAG does not receive funds from the Rail Mod program.) These revenues were used to develop the FY 2006 Capital Improvement Program ([CIP], Agenda Item No. 7). Under SB 1703, SANDAG is responsible for reviewing the current allocation methodology for formula-based funds to maximize the efficient use of these funds on a regional basis while maintaining equitable distribution for the transit operators. SANDAG continues to pursue an equitable methodology for allocating future growth in these funds based on regional priorities, keeping in mind the need for both MTS and NCTD to maintain a continued, predictable revenue source.

Table 4 shows the federal formula program appropriations for FY 2006 and projections for FY 2007 to FY 2010. The current process provides that SANDAG serve as the only grantee for the MTS area. SANDAG will transfer federal formula funds to MTS for preventive maintenance and planning with the remaining funding to be retained by SANDAG for completion of MTS capital projects (the capital projects are those already approved by the MTS Board). NCTD identified one capital project to be transferred to SANDAG. However, the transfer of future capital projects (FY 2007 to FY 2010) remains to be decided.

RENEE WASMUND
Director of Finance

Attachments

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Table 1
Transportation Development Act Apportionments
(in \$000s)

	FY 2005	FY 2006	FY 2007		FY 2008		FY 2009		FY 2010		Total (2006 to 2010)	
	Projected¹		High	Low	High	Low	High	Low	High	Low	High	Low
Total Apportionment ²	\$108,000	\$116,160	\$121,301	\$119,645	\$127,073	\$123,234	\$133,340	\$126,931	\$139,988	\$130,739	\$637,862	\$616,709
Less County Auditor Expenses (PUC 99233.1)	(\$39)	(\$40)	(\$41)	(\$41)	(\$42)	(\$42)	(\$43)	(\$43)	(\$44)	(\$44)	(\$210)	(\$210)
Less SANDAG Expenses (PUC 99233.1)	(\$400)	(\$430)	(\$569)	(\$569)	(\$474)	(\$474)	(\$497)	(\$497)	(\$654)	(\$654)	(\$2,625)	(\$2,625)
Less 3% Planning Funds (PUC 99233.2)	(\$3,227)	(\$3,471)	(\$3,621)	(\$3,571)	(\$3,797)	(\$3,682)	(\$3,984)	(\$3,792)	(\$4,179)	(\$3,901)	(\$19,051)	(\$18,416)
Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)	(\$2,087)	(\$2,244)	(\$2,341)	(\$2,309)	(\$2,455)	(\$2,381)	(\$2,576)	(\$2,452)	(\$2,702)	(\$2,523)	(\$12,320)	(\$11,909)
Less MTS 10% Fund (MTS Share [PUC 99233.5])	(\$4,780)	(\$5,118)	(\$5,336)	(\$5,263)	(\$5,599)	(\$5,429)	(\$5,875)	(\$5,591)	(\$6,159)	(\$5,749)	(\$28,087)	(\$27,149)
Less MTS 10% Fund (SANDAG Share [PUC 99233.5]) ³	(\$2,560)	(\$2,753)	(\$2,875)	(\$2,836)	(\$3,012)	(\$2,921)	(\$3,161)	(\$3,009)	(\$3,318)	(\$3,099)	(\$15,120)	(\$14,618)
Less 5% Community Transit Service (PUC 99233.7)	(\$4,745)	(\$5,105)	(\$5,326)	(\$5,253)	(\$5,585)	(\$5,415)	(\$5,860)	(\$5,577)	(\$6,147)	(\$5,738)	(\$28,022)	(\$27,089)
Subtotal	\$90,162	\$96,998	\$101,191	\$99,802	\$106,109	\$102,891	\$111,343	\$105,970	\$116,785	\$109,030	\$532,427	\$514,692
Total Available for MTS ⁴ :	\$62,755	\$67,301	\$70,211	\$69,247	\$73,623	\$71,390	\$77,254	\$73,526	\$81,030	\$75,650	\$369,419	\$357,113
Less Regional Planning/Capital Projects ⁵	(\$4,849)	(\$4,752)	(\$4,961)	(\$4,894)	(\$5,199)	(\$5,041)	(\$5,454)	(\$5,192)	(\$5,726)	(\$5,348)	(\$26,091)	(\$25,227)
Total MTS 10% Fund	\$7,340	\$7,871	\$8,212	\$8,099	\$8,611	\$8,350	\$9,036	\$8,600	\$9,477	\$8,848	\$43,207	\$41,768
Less Transferred Functions ³	(\$2,560)	(\$2,753)	(\$2,875)	(\$2,836)	(\$3,012)	(\$2,921)	(\$3,161)	(\$3,009)	(\$3,318)	(\$3,099)	(\$15,120)	(\$14,618)
Total Community Transit Service ²	\$3,312	\$3,581	\$3,736	\$3,684	\$3,917	\$3,798	\$4,111	\$3,912	\$4,311	\$4,025	\$19,656	\$19,001
Subtotal	\$65,998	\$71,248	\$74,322	\$73,300	\$77,940	\$75,576	\$81,786	\$77,837	\$85,774	\$80,076	\$391,071	\$378,037
Prior Year Carryover	\$1,111	\$280	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$280	\$280
Total Available to Claim	\$67,109	\$71,528	\$74,322	\$73,300	\$77,940	\$75,576	\$81,786	\$77,837	\$85,774	\$80,076	\$391,351	\$378,317
Total Available for NCTD ⁴ :	\$27,407	\$29,697	\$30,981	\$30,556	\$32,487	\$31,501	\$34,089	\$32,444	\$35,755	\$33,381	\$163,009	\$157,579
Less Regional Planning/Capital Projects ⁵	(\$651)	(\$278)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	(\$278)	(\$278)
Less Transferred Functions ³	(\$405)	(\$523)	(\$546)	(\$539)	(\$572)	(\$555)	(\$600)	(\$572)	(\$630)	(\$589)	(\$2,872)	(\$2,777)
Total Community Transit Service ²	\$1,339	\$1,422	\$1,484	\$1,463	\$1,556	\$1,509	\$1,632	\$1,554	\$1,712	\$1,599	\$7,806	\$7,546
Subtotal	\$27,690	\$30,318	\$31,918	\$31,480	\$33,470	\$32,455	\$35,121	\$33,426	\$36,837	\$34,391	\$167,664	\$162,070
Prior Year Carryover	\$12,456	\$12,861	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$12,861	\$12,861
Total Available to Claim	\$40,146	\$43,179	\$31,918	\$31,480	\$33,470	\$32,455	\$35,121	\$33,426	\$36,837	\$34,391	\$167,664	\$162,070
Total Available for SANDAG:												
Regional Planning/Capital Projects ⁵	\$5,500	\$5,030	\$4,961	\$4,894	\$5,199	\$5,041	\$5,454	\$5,192	\$5,726	\$5,348	\$26,369	\$25,505
Transferred Functions ³	\$2,965	\$3,277	\$3,421	\$3,375	\$3,584	\$3,476	\$3,761	\$3,580	\$3,949	\$3,688	\$17,992	\$17,395
Total Community Transit Service ²	\$95	\$102	\$107	\$105	\$112	\$108	\$117	\$112	\$123	\$115	\$560	\$542
SANDAG Expenses	\$400	\$430	\$569	\$569	\$474	\$474	\$497	\$497	\$654	\$654	\$2,625	\$2,625
3% Planning Funds	\$3,227	\$3,471	\$3,621	\$3,571	\$3,797	\$3,682	\$3,984	\$3,792	\$4,179	\$3,901	\$19,051	\$18,416
Total Available to Claim	\$12,187	\$12,309	\$12,679	\$12,514	\$13,166	\$12,781	\$13,813	\$13,173	\$14,631	\$13,706	\$66,598	\$64,484

¹Apportionment approved by the Board 2/27/04, shown here for comparison purposes only.

²FY 2006 Apportionments are based on the County Auditor. The estimates for the outyears (FY 2007 to FY 2010) are based on growth rate in retail sales as forecasted by the SANDAG Demographic and Economic Forecasting Model (DEFM) and excludes interest and prior year excess funds. DEFM serves as the 'high' revenue scenario (between 4.4% to 5.0% growth) while the 'low' revenue scenario is fixed

³Based on FY 2005 increased by TDA apportionment growth of 7.5%. These costs are subject to change as the agencies continue to negotiate.

⁴Apportionment distribution is based on the population estimates published by the California Department of Finance (DOF) estimates as of January 2004.

⁵Local match for regional planning and capital projects

Note: The increase in SANDAG Administration cost in FY 2007 and FY 2010 is due to costs associated with the triennial performance audit.

Table 2
State Transit Assistance (STA) Fund Estimates
(in \$000s)

	FY 2006	FY 2007		FY 2008		FY 2009		FY 2010		TOTAL	
		High	Low	High	Low	High	Low	High	Low	High	Low
Regional Discretionary Funds											
North County Transit District	1,423	1,486	1,466	1,557	1,510	1,634	1,555	1,715	1,602	7,815	7,556
Metropolitan Transit System	4,301	4,492	4,431	4,706	4,563	4,938	4,700	5,184	4,841	23,621	22,837
<i>Subtotal Discretionary</i>	5,725	5,978	5,896	6,262	6,073	6,571	6,255	6,899	6,443	31,435	30,393
Operator Formula Funds											
North County Transit District	612	639	631	670	649	703	669	738	689	3,361	3,250
Chula Vista Transit	68	71	70	75	72	78	75	82	77	375	362
City of La Mesa	1	1	1	1	1	1	1	1	1	5	5
MTS Contract Services	467	487	481	510	495	536	510	562	525	2,562	2,477
City of National City	33	34	34	36	35	38	36	40	37	180	174
San Diego Transit Corp.	880	919	906	962	933	1,010	961	1,060	990	4,830	4,670
San Diego Trolley Inc.	823	860	848	900	873	945	899	992	926	4,520	4,370
<i>Subtotal Formula</i>	2,884	3,011	2,970	3,155	3,059	3,310	3,151	3,475	3,246	15,835	15,310
Regional Total	8,608	8,989	8,867	9,417	9,133	9,881	9,406	10,374	9,689	47,270	45,703
Statewide Total	137,155	143,225	141,269	150,040	145,507	157,439	149,872	165,289	154,369	753,148	728,172

Notes:

(1) FY 2006 estimate provided by the State Controller (1/14/05)

(2) FY 2006 Apportionments are based on the County Auditor. The estimates for the outyears (FY 2007 to FY 2010) are based on growth rate in retail sales as forecasted by the SANDAG Demographic and Economic Forecasting Model (DEFM) and excludes interest and prior year excess funds. DEFM serves as the 'high' revenue scenario (between 4.4% to 5.0% growth) while the 'low' revenue scenario is fixed at 3.0% growth. However, it should be noted that actual allocations for the past five years have fluctuated dramatically.

(3) Overall STA growth rate is based on forecasts of sales tax revenues generated from gasoline and diesel fuel sales.

Table 3
TransNet Revenue Forecasts - Transit Program FY 2006 to 2008
(in \$000s)

	FY 2006	FY 2007		FY 2008		TOTAL	
		High	Low	High	Low	High	Low
1/3 TransNet Available For Transit Purposes:	\$77,704	\$81,158	\$78,880	\$85,035	\$81,256	\$243,896	\$237,800
Less 1% for Senior and Disabled Services	(\$777)	(\$812)	(\$789)	(\$850)	(\$813)	(\$2,439)	(\$2,391)
Less Independent Transit Planning Review	(\$300)	N/A	N/A	N/A	N/A	(\$300)	(\$300)
Subtotal	\$76,626	\$80,346	\$78,091	\$84,185	\$80,443	\$241,157	\$235,109
Total Available for MTS Projects and Services ¹ :	\$54,846	\$57,508	\$55,894	\$60,255	\$57,578	\$172,609	\$168,300
Minimum 60% for Rail Capital Projects	\$32,907	\$34,505	\$33,536	\$36,153	\$34,547	\$103,565	\$100,900
Estimated Debt Service	(\$22,385)	(\$22,125)	(\$22,125)	(\$18,439)	(\$18,439)	(\$62,949)	(\$62,900)
<i>Net Minimum Available for Capital Projects</i>	\$10,522	\$12,380	\$11,411	\$17,714	\$16,108	\$40,616	\$38,000
Maximum 40% Available for Non-Rail Capital and Service Improvements	\$21,938	\$23,003	\$22,357	\$24,102	\$23,031	\$69,043	\$67,300
Less BRT Transfer to SANDAG ²	(\$126)	(\$89)	(\$89)	(\$628)	(\$628)	(\$843)	(\$843)
<i>Net Available for Non-Rail Capital and Service Improvements</i>	\$21,812	\$22,914	\$22,268	\$23,474	\$22,403	\$68,200	\$66,457
Additional Available for Operations ³	\$5,536	N/A	N/A	N/A	N/A	\$5,536	\$5,536
Maximum Available for ADA Services ¹	\$556	\$581	\$565	\$609	\$582	\$1,746	\$1,746
Total Available for NCTD Projects and Services ¹ :	\$21,781	\$22,838	\$22,197	\$23,929	\$22,866	\$68,548	\$66,800
Minimum 60% for Rail Capital Projects	\$13,069	\$13,703	\$13,318	\$14,358	\$13,720	\$41,129	\$40,100
Estimated Debt Service	(\$9,903)	(\$9,170)	(\$9,170)	(\$7,636)	(\$7,636)	(\$26,709)	(\$26,700)
<i>Net Minimum Available for Capital Projects</i>	\$3,166	\$4,533	\$4,148	\$6,722	\$6,084	\$14,420	\$13,300
<i>Maximum 40% Available for Non-Rail Capital and Service Improvements</i>	\$8,712	\$9,135	\$8,879	\$9,572	\$9,146	\$27,419	\$26,700
Additional Available for Operations/Sprinter ³	\$21,190	N/A	N/A	N/A	N/A	\$21,190	\$21,190
Maximum Available for ADA Services ¹	\$221	\$231	\$224	\$242	\$231	\$694	\$694
BRT Transfer ²	\$126	\$89	\$89	\$628	\$628	\$843	\$843

¹Distribution based on the Department of Finance (DOF) population estimates for January 2004

²The implementation of Bus Rapid Transit (BRT) is part of the transfer from MTS to SANDAG. These projects are eligible under the operating portion of the TransNet program consistent with MTS Board action of May 2003 to fund BRT projects.

Table 3a
TransNet Revenue Forecasts - Transit Program FY 2009 to 2010
(in \$000s)

	FY 2009		FY 2010		TOTAL	
	High	Low	High	Low	High	Low
Total Available For Transit Purposes ¹ :	\$43,399	\$40,712	\$45,564	\$41,933	\$88,963	\$82,645
Less 2.5% for ADA-related Services	(\$1,085)	(\$1,018)	(\$1,139)	(\$1,048)	(\$2,224)	(\$2,066)
Less 3.25% for Senior Services ³	(\$1,410)	(\$1,323)	(\$1,481)	(\$1,363)	(\$2,891)	(\$2,686)
Subtotal	\$40,904	\$38,371	\$42,944	\$39,522	\$83,848	\$77,893
MTS Projects And Services²:						
Maximum Available for Pass Programs/Transit Operations/Miscellaneous Capital Projects	\$25,095	\$23,488	\$26,288	\$24,193	\$51,383	\$47,681
Maximum Available for ADA Services	\$777	\$728	\$815	\$750	\$1,592	\$1,479
NCTD Projects And Services²:						
Maximum Available for Pass Programs/Transit Operations/Miscellaneous Capital Projects	\$9,966	\$9,328	\$10,440	\$9,608	\$20,406	\$18,936
Maximum Available for ADA Services	\$308	\$289	\$324	\$298	\$632	\$587
Regional Discretionary ³	\$5,842	\$5,555	\$6,217	\$5,721	\$12,059	\$11,276

¹After deducting off-the-top for administration, Independent Taxpayer Oversight Committee (ITOC), and bicycle/pedestrian program, the Transit System Improvements share is 16.5% of net available. These funds are available for operations and miscellaneous capital projects. All major regional capital projects are funded from a separate share of the program.

²After providing for the consistent revenue stream, the remaining excess revenues are set aside for regional priorities as determined through the Regional SRTP adopted by the SANDAG Board.

³Although not specified in the *TransNet* Extension Ordinance, distribution is based on population (same as original *TransNet*) in order to provide consistent level of revenues to MTS and NCTD so that at minimum, the current level of transit service can continue.

Notes:

(1) Estimates for FY 2009 and FY 2010 are based on growth rate in taxable retail sales as forecasted by DEFM and excludes interest and prior year excess funds. DEFM serves as the 'high' revenue scenario (4.9% and 5.0% growth respectively) while the 'low revenue scenario is fixed 3.0% growth.

(2) This table is based on the 2004 Proposition A Extension: San Diego Transportation Improvement Program and Expenditure Plan.

**Table 4
Federal Transit Administration (FTA) Fund Estimates
(in \$000s)**

	FY 2006 Transferred			FY 2007 Transferred			FY 2008 Transferred			FY 2009 Transferred			FY 2010 Transferred			TOTAL Transferred		
	Apportion- ment	Capital Projects	Transferred Planning	Apportion- ment	Capital Projects	Transferred Planning	Apportion- ment	Capital Projects	Transferred Planning	Apportion- ment	Capital Projects	Transferred Planning	Apportion- ment	Capital Projects	Transferred Planning	Apportion- ment	Capital Projects	Transferred Planning
Section 5307 Formula Funds																		
MTS	\$32,977	(\$13,046)	(\$560)	\$33,744	(\$13,359)	(\$573)	\$34,554	(\$13,680)	(\$587)	\$35,384	(\$14,008)	(\$601)	\$36,233	(\$14,344)	(\$616)	\$172,891	(\$68,437)	(\$2,938)
NCTD ¹	\$14,061	(\$1,072)		\$14,462	TBD		\$14,809	TBD		\$15,164	TBD		\$15,528	TBD		\$74,025	TBD	
SANDAG (Planning/Vanpool Program)	\$2,000			\$2,009			\$2,057			\$2,106			\$2,157			\$10,328		
SANDAG (Capital Projects)		\$14,118	\$560		\$13,359	\$573		\$13,680	\$587		\$14,008	\$601		\$14,344	\$616		\$68,437	\$2,938
Total	\$49,038	\$0	\$0	\$50,215	\$0	\$0	\$51,420	\$0	\$0	\$52,654	\$0	\$0	\$53,918	\$0	\$0	\$257,244	\$0	\$0
Section 5309 Rail Mod Funds																		
MTS ²	\$7,750	(\$4,037)	N/A	\$8,960	(\$4,133)	N/A	\$9,175	(\$4,233)	N/A	\$9,396	(\$4,334)	N/A	\$9,621	(\$4,438)	N/A	\$44,903	(\$21,175)	N/A
NCTD ¹⁻²	\$4,750	\$0	N/A	\$3,840	TBD	N/A	\$3,932	TBD	N/A	\$4,027	TBD	N/A	\$4,123	TBD	N/A	\$20,673	TBD	N/A
SANDAG (Capital Projects)		\$4,037	N/A		\$4,133	N/A		\$4,233	N/A		\$4,334	N/A		\$4,438	N/A		\$21,175	N/A
Total	\$12,501	\$0	N/A	\$12,801	\$0	N/A	\$13,108	\$0	N/A	\$13,422	\$0	N/A	\$13,744	\$0	N/A	\$65,576	\$0	N/A

¹Future transfer of capital projects and associated costs have not yet been determined for FY 2007 to FY 2010. These figures will be updated once an agreement is reached.

²FY 2006 Rail Mod funds includes the transfer of \$1M from MTS to NCTD which was deferred from FY 2005 per agreement.

Notes:

- (1) FY 2006 funds are based on actual apportionments
- (2) Without a new transportation bill, the estimates for the outyears (FY 2007 to FY 2010) are based on 2.4% increase from FY 2005 to FY 2006. A 'low' scenario was not done as the proposed amount is assumed to be fixed at the FY 2006 level.
- (3) Formula funds are allocated between MTS and NCTD based on a historical formula (MTS - 70%; NCTD - 30%) after deducting 4% off the top (from 5307) for regional planning and the vanpool program.

TRANSPORTATION COMMITTEE

February 18, 2005

AGENDA ITEM NO.: **7**

Action Requested: APPROVE

CAPITAL IMPROVEMENT PROGRAM

Introduction

The Metropolitan Transit System (MTS) and the North San Diego County Transit Development Board (NCTD) have developed their Capital Improvement Programs (CIPs) for FY 2006. The CIPs will form the basis for updating the Regional Transportation Improvement Program (RTIP), and based on the CIPs, SANDAG will apply for the Federal Transit Administration's (FTA's) Section 5307 Urbanized Area formula funds and the Section 5309 Rail Modernization funds for all MTS projects and for those NCTD major capital projects for which SANDAG is the implementing agency. NCTD will continue as grantee for its baseline capital projects and those major projects being retained by NCTD as well as preventive maintenance and other operating assistance.

The MTS Board of Directors approved its CIP on January 27, 2005, and the proposed SANDAG Board action reflects the MTS Board action with one exception--the CIP under consideration by SANDAG reflects the proposed transfer of \$700,000 from MTS FY 2006 Regional Miscellaneous Operating Capital to SANDAG for planning studies in accordance with SB 1703. The Transportation Committee recommendation for approval of the CIP, including this transferred amount, would be subject to final approval by the MTS Board of Directors on February 24, 2004. The NCTD CIP is scheduled to be presented to the NCTD Board for approval on February 17, 2005, with final NCTD Board approval in June 2005 in conjunction with the annual Operating Budget.

MTS and NCTD undertook very similar project selection processes based on established criteria and involving the active participation of sponsoring agencies and/or departments. The draft CIP project listings are attached (Attachments 1 and 2) for the Transportation Committee's approval in anticipation of final approval by the SANDAG Board on February 25, 2005.

Recommendation

The Transportation Committee is asked to forward a recommendation to the SANDAG Board of Directors to approve:

1. the FY 2006 Capital Improvement Program (CIP) for the San Diego region (MTS and NCTD) including, subject to MTS Board approval on February 24, 2004, the transfer of funds from MTS to SANDAG for planning studies;
2. the submittal of federal Sections 5307 and 5309 applications for the San Diego Region (MTS and NCTD) (shown in Attachments 1 and 2 respectively);
3. the transfer of \$11,483,000 from the indicated MTS projects to the MTS FY 2006 CIP; and

4. the amendment of the Regional Transportation Improvement Program (RTIP) in accordance with the FY 2006 CIP recommendation.

Discussion

FTA Section 5307 and Section 5309 Funds

These FTA formula programs are the primary sources of funding for transit operational and replacement capital projects in the region. The funds can be used generally to provide 80 percent of the cost of capital projects and the cost of preventive maintenance activities (considered to be operating costs). The ratio increases to 83 percent for the "clean-fuel" buses and vehicles meeting the Americans with Disabilities Act (ADA) requirements.

The Section 5307 Urbanized Area formula program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing fixed guideway service, and levels of existing bus service and ridership. The Section 5307 program is designed to meet routine capital needs for urbanized areas such as San Diego County. Section 5307 formula funds may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA 21) expanded the definition of capital to include preventive maintenance thereby, in effect, mitigating the lack of operating assistance.

The Fixed Guideway Modernization program (also known as Rail Mod) is one of three categories of funding under the Section 5309 Capital Investment Program, which also includes the Bus Capital and Fixed Guideway New Starts programs. Unlike the Section 5309 Bus Capital and Fixed Guideway New Starts programs, the Rail Mod program is apportioned by formula. The Bus Capital and Fixed Guideway New Starts programs are designed to assist in meeting extraordinary capital needs and are awarded generally at the discretion of the U.S. Congress. Section 5309 Rail Mod funds are allocated to rail systems that have been in operation for at least seven years. Eligible projects include the modernization of existing fixed guideway systems, including rolling stock. Through FY 2003, MTDB was the sole recipient of Rail Mod funds for San Diego County. Beginning in FY 2004, NCTD's Coaster service completed its seventh year of operations making NCTD an eligible recipient for these funds. Like the Section 5307 funds, the Rail Mod funds may be used for preventive maintenance costs as well as for rail capital.

Traditionally, SANDAG has apportioned the formula funds between MTDB and NCTD based on agreed to distribution with MTDB receiving approximately 70 percent, and NCTD receiving approximately 30 percent of the Section 5307 funds after the off-the-top funds are programmed for SANDAG planning and the regional vanpool program. While this is the approach that has been agreed to by the transit agencies and applied in recent years, SANDAG has not adopted a formal policy for dividing the federal capital funds for the region.

MTS FY 2006 CIP

The allocation for the MTS Section 5307 program is \$32,976,000. This would be matched with local funds of \$8,244,000, which means that this program would provide an estimated \$41,221,000 to fund FY 2006 capital projects.

For FY 2006, the Section 5309 Rail Mod funds allocated to MTS are \$8,750,000. A total of \$1 million of this allocation will be transferred to NCTD in accordance with the agreement made by the two agencies. The remaining Section 5309 program funds of \$7,750,000 would be matched with local funds of \$1,938,000, which means that this program would provide an estimated \$9,688,000 to fund FY 2006 capital projects.

The total of these two revenue sources is \$50.9 million. In addition, \$11.5 million would be transferred from current projects to the MTS FY 2006 CIP, bringing the total recommendation to \$62.4 million. This would result in the receipt of \$29.5 million in preventive maintenance (FY 2005 operating) and planning funds for MTS operations, and \$32.9 million in capital funds.

Development of the MTS FY 2006 CIP

The CIP process began in July 2004 with the call for projects. Five meetings of the Capital Projects Review Committee (CPRC) were held to review the project list and to develop a CIP recommendation for FY 2006. In accordance with the Capital Projects Selection Process, the CPRC is comprised of staff members representing each of the MTS operators: Chula Vista Transit (CVT), MTS, National City Transit (NCT), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI). Each CPRC member was responsible for submitting the capital requests for their agency and the cities it serves. The CPRC reviewed and approved, by consensus, the prioritization of those capital requests. Attachment 1 shows the recommended FY 2006 CIP, and Attachment 3 provides descriptions of the recommended projects for the MTS area.

The recommended CIP assumes \$29 million for preventive maintenance, \$3.9 million for debt service related to the Regional Transit Management System (1094000), and \$4.5 million for the debt service related to Automated Fare Technology (1145700). In addition, \$500,000 is set aside for MTS planning studies: these projects fund the day-to-day activities of the MTS planning staff, such as service planning/monitoring and short-range transit planning, and have customarily been funded by Federal Section 5307 funds. The remaining projects all compete for the balance of available funding after the preventive maintenance, debt service, and planning studies have been taken into consideration.

The capital project list in Attachment 1 represents the five-year, unconstrained need for the MTS operators. Each MTS agency submitted its capital project requests in priority order. The lists were consolidated for review by the CPRC to ensure that operationally critical projects were funded. The CPRC reviewed the projects in the context of their impact on operations and determined the most critical projects to fund this year. The remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years.

Transfer of Existing Project Funding

The FY 2006 capital project needs were more than three times the available funding remaining for those projects after funding preventive maintenance and debt service. Prior to finalizing the recommendation, all previously budgeted capital projects were reviewed to identify certain projects that may have been delayed or completed under budget to be sure that deserving new projects do not go unfunded while prior year capital programming remain tied up and unused. As a result of

this review, we identified \$11,463,000 that could be transferred to the FY 2006 CIP. A list of the individual projects and the amount to be transferred from each follows:

PROJECT NO.	PROJECT NAME	FUNDING SOURCE	TRANSFER AMOUNT \$ 000'S
1040800	Rail Yard Expansion (MVEast) – Phase III	<i>TransNet</i>	\$ 419.
1049800	Trolley Fiber Infrast. (Network Communications)	Y313/0655	5,300.
1074900	Substation Catenary Switches	0525	149.
1084200	Fenton Parkway Station	Dev. Fees	275.
1089700	Yard Switch Electrification Phase II	0525	29.
1094200	Grade Crossing/Standby Pwr Improvements	0541	35.9
1094900	Crossing Protection Indicators	0541	45.
1095500	Anita Street Crossing Widening (design)	0541	36.6
1098800	Articulated Bus AC Retrofit	X971	3.5
1099300	IAD Land Purchase	X971	3,015.
1099600	IAD/KMD Yard Lighting	X971	36.5
1101600	Regional Misc. Capital - La Mesa Dial-a-Ride	Y058	2.
1102000	Overhaul Rerail Equipment	0590	14.2
1102800	LRV HVAC Modification Phase III	0590	100.
1103800	NCT Maintenance Office	Y058	35.
1108300	Section Insulator Procurement	0655	41.3
1140300	Train Location (Centralized Train Control)	Y173/Y313	1,357.
1140400	Tunnel Fleet Modifications	0655/0690	589.
			\$11,483.

(More detail is included in Attachment 4.)

The table in Attachment 5 shows the impact that the commitments made this year will have on the availability of funding for new capital projects over the following four years (FY 2007 to FY 2010). Large multiyear and phased projects have been assumed to be funded over a number of years in order to fund as many projects as possible. However, the amount of future commitment for these projects diminishes through the end of the period. In addition, the program assumes, at the MTS and SANDAG Boards' discretion, that we maximize the amount of formula funds for preventive maintenance for the next five years. The amount assumed is based on the current estimate of \$29 million for SDTI and SDTC preventive maintenance costs.

Taking into account anticipated future preventive maintenance, future multiyear capital commitments, and annual planning studies, the balance remaining for future programming could be as low as 31 percent of the annual CIP total for the FY 2007 program. It should be noted, however, that as the system matures, we will have more of these large projects, and we will need to

develop new funding sources for this purpose. Continuing to rely on formula funds for these large capital projects at the expenses of operational-type capital replacements is not an option.

Local Match

The local match for these projects will come from the pooled transit finances for the MTS region. While it is likely that the actual funds used would be Transportation Development Act (TDA) funds, final decisions on the matching source would be made during the FY 2006 budget development process.

NCTD FY 2006 CIP

After deducting NCTD's required contribution for the regional fare technology project off the top, the allocation for NCTD's Section 5307 program is \$14,061,000. This would be matched with local funds of \$3,515,000, which means that this program would provide an estimated \$17,577,000 to fund FY 2006 capital projects.

For FY 2006, the Section 5309 funds allocated to NCTD are \$3,750,000. As stated above, an additional \$1 million will be transferred from MTS to NCTD in accordance with a funds transfer agreement made previously by the two agencies. The total Section 5309 program funds of \$4,750,000 would be matched with local funds of \$1,188,000, which means that this program would provide an estimated \$5,938,000 to fund FY 2006 capital projects.

The total of these two revenue sources and the related local match is \$23.5 million. In addition, \$1.4 million in federal earmarks and other miscellaneous capital funding sources will be used for NCTD's FY 2006 CIP, bringing the total recommendation to \$24.9 million. This would result in the receipt of \$11 million in preventive maintenance and other operating assistance (FY 2005 operating) funds for NCTD operations, and \$13.9 million in capital funds.

Development of the NCTD FY 2006 CIP

Each year NCTD prepares a five-year CIP, which is a multiyear plan of capital projects for facility construction, capital improvements, and capital acquisitions, along with estimated costs and proposed funding. The proposed CIP, covering the five-year period from FY 2006 to FY 2010, which has been prepared and reviewed by NCTD staff, is summarized in Attachment 2. This summary is a constrained plan and does not include the multitude of capital projects for which funding was not available.

The proposed CIP FY 2006 to FY 2010 is based on staff preliminary estimates of funding levels for fiscal years 2007 - 2010. Staff may recommend minor modifications to the proposed CIP based on the final revenue estimates. As part of the annual CIP development process, NCTD completed a rating and ranking process for all of its capital projects. If funding for the CIP is not sufficient to fully fund the proposed program, projects would be funded on a priority basis, based upon their final ranking. If funding exceeds the estimated levels, priority projects that did not receive all funding requested could receive additional funding. As noted previously, NCTD had numerous other capital projects needs which have not been included in the proposed CIP because of funding constraints. The projects which are shown in Attachment 2 are those that ranked highest and were deemed most critical to NCTD's operations based on the established evaluation criteria.

NCTD's proposed CIP is scheduled for formal NCTD Board approval in June 2005 in conjunction with the annual Operating Budget, following a 30-day public comment period and public hearing.

NCTD's CIP assumes \$56.4 million for preventive maintenance and other operating assistance for the next five years. Capital projects related to the SPRINTER were treated as a priority in FY 2007 and FY 2008 to support the opening of the SPRINTER Rail Project.

NCTD's unfunded capital program also includes several major capital projects on the horizon over the next five years, including bus replacements, rail bridge and infrastructure replacements, and station/transit center projects. As is true of its baseline capital program, NCTD's major project capital needs for the future also far exceed the projected availability of federal formula funds.

Long-Term Capital Needs

As presented to the Transportation Committee on January 21, 2005, both MTS and NCTD have significant capital maintenance needs for the infrastructure of their transit systems. The projected funding necessary to adequately maintain these systems far exceeds any amount that could be received from the federal formula program. It is imperative that we aggressively seek other sources of funding for these purposes. Long-term effects of how aging infrastructure may impact a transit service agency include:

- Impacts on safety and service reliability
- Reduced operating speeds
- Increases in maintenance intervals and level of effort
- Increased staffing and equipment
- Regulatory compliance impacts: Federal Railroad Administration (FRA), California Public Utilities Commission (CPUC), Federal Transit Administration, and California Highway Patrol (CHP)
- Loss of ridership

Regional Transportation Improvement Program (RTIP)

Every two years, SANDAG must develop and adopt an RTIP, as required by state and federal laws. The RTIP is a multi-year funding program of proposed major highway, arterial, transit, and bikeway projects, including the *TransNet* Program of Projects. In order to apply for federal grants, all projects funded with federal funds, including the projects identified in the CIP, must be included in an approved RTIP. With the Transportation Committee recommendation and the subsequent Board approval of the CIP, the Board concurrently approves to amend these projects into the next amendment to the 2004 RTIP.

RENEE WASMUND
Director of Finance

Key Staff Contact: Kimberly York, (619) 699.6902; kyo@sandag.org

Attachments

Projects recommended for federal formula funds in FY 06
 Projects recommended for dedicated funding
 Safety/Security projects that may be eligible for special funding
 Projects Submitted by Engineering that were not on a priority list

	PROJECT	Grant	FY 06	FY 07	FY 08	FY 09	FY10	NOTES
	Federal Formula Program Funding Estimate		\$50,909	\$52,436	\$54,009	\$55,629	\$57,298	
A	Preventive Maintenance		(29,000.0)	(29,000.0)	(29,000.0)	(29,000.0)	(29,000.0)	
B	1094000 Regional Transit Management System - Phase I (Debt Service)		(3,884.0)	(3,883.0)	(2,100.0)	0.0	0.0	
C	1145700 Fare Technology (Debt Service)		(4,463.0)	(3,308.0)	0.0	0.0	0.0	
	1040800 Rail Yard Expansion (MVEast) - Phase III	TransNet	419.0					Funding can only be used for MVE. Transfer to \$300 Shop Mods and \$119 to CTC (preferential to keep it all in Shop Mods)
	1049800 Trolley Fiber Infrastructure (Network Communications)	Y313/0655	5,300.0					Various
	1074900 Substation Catenary Switches	0525	149.0					Transfer to 11421
	1084200 Fenton Parkway Station	Dev. Fees	275.0					Transfer to 10696
	1089700 Yard Switch Electrification Phase II	525	29.0					Transfer to 11421
	1094200 Grade Crossing/Standby Power Improvements	0541	35.9					Transfer to 11400
	1094900 Crossing Protection Indicators	0541	45.0					Transfer to 11400
	1095500 Anita St. Crossing Widening (design)	0541	36.6					Transfer to 10994
	1098800 Articulated Bus AC Retrofit	X971	3.5					Transfer to Misc. Cap
	1099300 IAD Land Purchase	X971	3,015.0					Transfer to 10958 (These funds could also be transferred to 10453)
	1099600 IAD/KMD Yard Lighting	X971	36.5					Transfer to 10958
	1101600 Regional Miscellaneous Capital - La Mesa Dial-a-Ride	Y058	2.0					Transfer to 11400
	1102000 Overhaul Rerail Equipment	0590	14.2	644.5				Transfer to Preventive Maintenance
	1102800 LRV HVAC Modification Phase III	0590	100.0					Transfer to 11400
	1103800 NCT Maintenance Office	Y058	35.0					Transfer to 11400
	1108300 Section Insulator Procurement	0655	41.3					Transfer to Preventive Maintenance
	1140300 Train Location (Centralized Train Control)	Y173/Y313	1,357.0					Various
	1140400 Tunnel Fleet Modifications	0655/0690	589.0					Transfer to Preventive Maintenance. All major contracts are encumbered. \$750 is left in the project. \$250 will be spent. \$500 available to transfer.
			<p>Note: Grant 0690 will require FTA approval. It is not an amendment but the changes will exceed the 20% allowable change in budget line items.</p>					
Available Funding for FY 06 Capital Program			\$25,045	\$16,245	\$22,909	\$26,629	\$28,298	

MTS CONSTRAINED CIP

Ref #	Agency	Priority	Project Number	PROJECT	TOTAL BUDGET	FUNDED THRU FY 05	FY 06 FUNDED PROJECTS	FY 06 UNFUNDED PROJECTS	FY 07	FY 08	FY 09	FY10	NOTES
1	OTHER			Planning Studies	500.0	0.0	500.0	0.0	0.0	0.0	0.0	0.0	This item is a "placeholder" based on the funding for planning studies for MTS and AG in FY 05.
				Planning Studies - SANDAG	0.0	0.0	700.0	0.0	0.0	0.0	0.0	0.0	
2	CVT	1		CVT Minor Bus Stop Hardware	0.0	0.0	5.0	0.0	0.0	0.0	7.0	0.0	
3	CVT	1		CVT Bus Stop Facility Improvements	195.0	0.0	25.0	0.0	30.0	40.0	50.0	50.0	
4	Regional	1		Regional Miscellaneous Operating Capital	871.0	0.0	751.0	0.0	30.0	30.0	30.0	30.0	
5	CVT	1	1111900	H Street Transit Center Pavement Rehab	200.0	150.0	50.0	0.0	0.0	0.0	0.0	0.0	
6	MTS	1	1099400	Organizational Desktops	753.5	150.0	150.0	0.0	75.0	150.0	78.5	150.0	Transfer \$36.6 from 10955
7	Regional	1		MCS SVCC Capital Costs of Contracting	1,300.0	0.0	260.0	0.0	260.0	260.0	260.0	260.0	Operating Funding Support - Capital Cost of Contracting
8	SDTC	1	1049000	IAD CNG Fuel Station Purchase	2,500.0	2,100.0	400.0	0.0	0.0	0.0	0.0	0.0	SDTC project; related to buyout of SDGE ownership (asset value) of IAD Fuel Station
9	SDTI	1	1141300	Catenary Improvement - Phase II	2,372.0	1,312.0	1,060.0	0.0	0.0	0.0	0.0	0.0	
10	SDTC	1	1095800	IAD/KMD Underground Tank #10958	4,978.0	1,078.0	3,900.0	0.0	0.0	0.0	0.0	0.0	Transfer \$36.5 from 10996 and \$3,015 from 10993
11	MTS	2	1098100	Organizational Server Replacement / Upgrades	350.0	75.0	75.0	0.0	50.0	75.0		75.0	
12	Regional	2		MCS Operations Studies (MMO)	1,090.0	0.0	150.0	0.0	220.0	230.0	240.0	250.0	Operational studies/implementation (all MMO staff) Offset to operating budget. (Service changes, fare media information, ADA coordination, advanced technologies coordination)
13	SDTI	2	1106100	Broadway Track Replacement	875.0	300.0	575.0	0.0	0.0	0.0	0.0	0.0	New FY 06 projects
14	SDTC	2	1097200	KMD CNG Expansion	4,200.0	3,203.0	997.0	0.0	0.0	0.0	0.0	0.0	Project will be submitted by Mike Ruth. Please refer to the MTDB submittal.
15	SDTI	3	1142100	Substation Standardization Phase 2	2,250.0	0.0	750.0	0.0	750.0	750.0	0.0	0.0	Transfer \$29 from 10897 and \$149 from 10749
16	MCS	3	1141800	MCS ADA Small Vehicles (127 +14 future)	9,680.0	3,680.0	1,000.0	0.0	2,500.0	1,500.0	1,000.0	0.0	Replaces 127 5-year light duty vehicles (6-7 years old) Significant operating cost impact if not funded in future years
17	SDTI	4	1140000	Rehab Traction Motors - Phase II (LRT-11400)	7,896.1	3,660.0	1,078.7	0.0	1,578.7	1,578.7	0.0	0.0	Transfer \$100 from 11028, \$45 from 10949, \$35.9 from 10942, \$2 from 11016, \$3.5 from 10988, and \$35 from 11038
18	SDTI	5	1142000	Catenary Contact Wire Replacement	14,930.0	310.0	1,000.0	0.0	3,620.0	3,820.0	3,795.0	2,385.0	Partially funded and unfunded FY 05 projects
19	SDTI	10	1104200	LRV Body Rehabilitation	3,844.0	1,344.0	500.0	0.0	500.0	500.0	500.0	500.0	
20	SDTI	M	1069600	CCTV Surveillance Equipment (CV Bayfront, H, and Palomar stations and La Mesa Spring Street) - Need \$225k in FY 05	1,968.0	1,643.0	300.0	0.0	0.0	0.0	0.0	0.0	Transfer \$275 from 10842. Project would be matched 50% by Chula Vista and La Mesa. The funding on this table reflects \$25k to be funded from the MTS CIP. An additional \$25k will be funded by Chula Vista and La Mesa
21	SDTI	8		LRV Tires	1,440.0	0.0	360.0	0.0	360.0	0.0	360.0	360.0	
22	SDTI	9		Replace Senior and Disabled Lift - Phase I	250.0	0.0	250.0	0.0	0.0	0.0	0.0	0.0	
23	SDTC			KMD Roof and Tile Repair	203.0	0.0	203.0	0.0	0.0	0.0	0.0	0.0	
24	OTHER			Multimodal Building Seismic Retrofit	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	We are not subject to City codes (MWR per Tiffany Lorenzen)
25	OTHER			Capital Needs Assessment	250.0	0.0	250.0	0.0	0.0	0.0	0.0	0.0	
26			1049700	Grossmont Station Pedestrian Enhancements	2,700.0	1,670.0	1,030.0	0.0	0.0	0.0	0.0	0.0	
27				Integrated radio and furniture for ITCC (\$250 in the hole + \$350 to complete)			600.0	0.0	0.0	0.0	0.0	0.0	
28				Train Location			550.0	0.0	0.0	0.0	0.0	0.0	Transfer funds from Train Location (1140300)
29				Lease lines (alternative = run fiber thru bayside and OT corridor)			2,500.0	0.0	0.0	0.0	0.0	0.0	and Trolley Fiber Infrastructure (10498). See
30			1140300	Centralized Train Control			2,400.0	0.0	0.0	0.0	0.0	0.0	fab #2 for details
31				Shop Mods			300.0	0.0	0.0	0.0	0.0	0.0	
32	SDTC	6		SDTC Service Trucks	193.6	0.0	55.0	0.0	77.0		61.6	0.0	
33	OTHER		1045300	San Ysidro Intermodal Transportation Center	27,761.0	25,961.0	1,800.0	0.0	0.0	0.0	0.0	0.0	
34	SDTC	1		IAD/KMD Underground Tank #10958 - Soil Remediation	500.0	0.0	500.0	0.0	0.0	0.0	0.0	0.0	Project will be submitted by Mike Ruth. Please refer to the MTDB submittal.
35	MCS	5	1048500	South Bay Maintenance Facility (SBMF) Expansion	13,634.0	7,334.0	0	3,000.0	1,900.0	1,400.0	0.0	0.0	Recommend \$4.0 million request for Federal earmark (\$400.0K minimum for FY 06)
36	MCS	6	1049600	East County Bus Maintenance Facility (ECBMF)	15,738.0	8,538.0	0	3,000.0	2,600.0	1,600.0	0.0	0.0	Recommend \$4.0 million request for Federal earmark (\$400.0K minimum for FY 06)
37	SDTI	9		Replace Senior and Disabled Lift - Phase II	734.0	0.0	0	734.0	0.0	0.0	0.0	0.0	
38	MCS	3	1141800	MCS ADA Small Vehicles (127 +14 future)	12,180.0	3,680.0	0	6,000.0	0.0	1,500.0	1,000.0	0.0	Replaces 127 5-year light duty vehicles (6-7 years old) Significant operating cost impact if not funded in future years
39	SDTI	17		El Cajon Station Improvements	350.0	0.0	0	100.0	250.0	0.0	0.0	0.0	

MTS CONSTRAINED CIP

Ref #	Agency	Priority	Project Number	PROJECT	TOTAL BUDGET	FUNDED THRU FY 05	FY 06 FUNDED PROJECTS	FY 06 UNFUNDED PROJECTS	FY 07	FY 08	FY 09	FY10	NOTES
40	SDTI	11		Blue Line Station Shelter Rehabilitation	2,630.0	0.0	0	2,630.0	0.0	0.0	0.0	0.0	
41				MTS Security Cameras (Buses)			0	6,500.0					
42	SDTI	M	1069600	CCTV Equipment Upgrade	5,093.0	1,643.0	0	690.0	690.0	690.0	690.0	690.0	Defer until Fiber project (10498) is complete.
43	MTS	3	1082100	Transit Watch	200.0	0.0	0	25.0	25.0	50.0	50.0	50.0	
44	MTS	26		Bullet Proof Glass (Transit Store)	60.0	0.0	0	60.0	0.0	0.0	0.0	0.0	
45	MTS	27		Counter Repairs (Transit Store)	1.1	0.0	0	1.1	0.0	0.0	0.0	0.0	
46	MTS	14		Cash Register System Replacement (Transit Store)	18.0	0.0	0	18.0	0.0	0.0	0.0	0.0	
47	MTS	15		Security System Equipment (Transit Store)	35.0	0.0	0	35.0	0.0	0.0	0.0	0.0	
48	MTS	16		Speaker System (Transit Store)	5.5	0.0	0	5.5	0.0	0.0	0.0	0.0	
49	MTS	17		Automatic Doors (Transit Store)	25.0	0.0	0	25.0	0.0	0.0	0.0	0.0	
50	MTS	13		ID Camera System Replacement (Transit Store)	5.0	0.0	0	5.0	0.0	0.0	0.0	0.0	
51	SDTI	22		Crowd control facilities for station	150.0	0.0	0	75.0	75.0	0.0	0.0	0.0	
52	SDTI	L	1100500	SDTI Security / Safety Equipment	90.0	30.0	0	0.0	15.0	15.0	15.0	15.0	
53	SDTI	M		Event Recorders - Phase I	795.0	0.0	0	0.0	265.0	265.0	265.0	0.0	
54	SDTI	M		San Ysidro Fence Replacement	160.0	0.0	0	0.0	160.0	0.0	0.0	0.0	
55	SDTI	13		SDTI Non Revenue Vehicles	1,600.0	0.0	0	320.0	320.0	320.0	320.0	320.0	Current vehicles exceed 100,000 miles.
56	SDTC	5		SDTC Relief Vehicle Replacement	481.5	0.0	0	99.0	86.6	90.6	100.1	105.2	
57	NCT	1		Jeepney	80.0	0.0	0	80.0	0.0	0.0	0.0	0.0	
58	NCT	2		Supervisor Vehicle	36.0	0.0	0	0.0	36.0	0.0	0.0	0.0	
59	MCS	2	1141900	MCS Medium/Small Flex Route Buses (15)	1,725.0	15.0	0	1,200.0	510.0	0.0	0.0	0.0	Replaces 5-year light duty vehicles (6 years old) (Flex 900)
60	Regional	3		Regional Bus Stop Signs and Improvements	1,055.0	0.0	0	200.0	205.0	210.0	220.0	220.0	50% of work would be done as part of operations; includes purchase of materials for new bus stop signs
61	Regional	4		Regional ADA Bus Stop Improvements	1,050.0	0.0	0	50.0	250.0	250.0	250.0	250.0	Discretionary - FY 06 proposal is to handle only critical responses
62	SDTC	4		Artic Replacement (16)	8,534.0	0.0	0	200.0	8,334.0	0.0	0.0	0.0	
63	MTS	4		Database Storage	360.0	0.0	0	360.0	0.0	0.0	0.0	0.0	
64	MCS	4	1141700	MCS 30-35 foot CNG Low Floor Medium Size Buses (9)	3,015.0	15.0	0	2,325.0	675.0	0.0	0.0	0.0	Replaces 1995 and 1997 midsize El Dorado buses (2 Coronado Shuttle + 7 Airport) (Possible CMAQ funds as an optional funding source)
65	Regional	5		OTTC Bench Replacement and Shelter Rehabilitation	200.0	0.0	0	0.0	50.0	50.0	50.0	50.0	Some work can be done using Coast United bench revenue. None required in FY 06
66	MTS	5		Organizational I.T. Infrastructure	105.0	0.0	0	30.0	10.0	25.0	10.0	30.0	
67	Regional	6		Trolley Station Signs	200.0	0.0	0	0.0	50.0	50.0	50.0	50.0	Used to update Trolley station and transit center signage; FY 05 and FY 06 covered under MVE Trolley Station Signs project
68	SDTI	6		Orange line protective relay calibration	400.0	0.0	0	200.0	0.0	0.0	200.0	0.0	
69	MTS	6		Ellipse ERP System Enhancement	380.0	0.0	0	280.0	50.0	25.0	0.0	25.0	
70	MCS	7		MCS Equipment (FY 06-10)	500.0	0.0	0	100.0	100.0	100.0	100.0	100.0	80% of items would be done under operations in FY 06
71	SDTC	7	1105700	IAD KMD Parking Lot Resurface	1,265.0	150.0	0	207.5	207.5	700.0	0.0	0.0	
72	SDTI	7		Blue Line Tie Renewal	1,750.0	0.0	0	350.0	350.0	350.0	350.0	350.0	
73	MTS	7	1088700	SDTC/SDTI Financial System	4,113.0	3,613.0	0	500.0	0.0	0.0	0.0	0.0	This project managed by SANDAG
74	SDTC	8		SDTC Office Equipment Replacement	169.9	0.0	0	30.8	32.3	33.8	35.6	37.4	
75	MCS	8		MCS Service Truck - Bus Stops	75.0	0.0	0	75.0	0.0	0.0	0.0	0.0	Replaces historic contractor-owned vehicle that is beyond useful life
76	MTS	8	1081900	Joint Transportation Operations Center	20,231.0	3,195.0	0	4,000.0	4,000.0	9,036.0	0.0	0.0	This project managed by SANDAG
77	MCS	9		SBMF Bus Parking Lot Yard Asphalt Repairs	155.0	0.0	0	75.0	0.0	0.0	0.0	80.0	Emergency areas must be done under operations if not funded.
78	SDTC	9		SDTC Digital Radios (14)	208.4	0.0	0	92.9	0.0	0.0	0.0	115.5	
79	MTS	9	1049800	Trolley Station Fiber Infrastructure	11,000.0	7,450.0	0	3,550.0	0.0	0.0	0.0	0.0	This project managed by SANDAG
80	SDTC	10		SDTC Freon Recovery Machine	9.0	0.0	0	9.0	0.0	0.0	0.0	0.0	
81	MCS	10		MVE Grantville and 70th St. Station Driver Restrooms	90.0	0.0	0	90.0	0.0	0.0	0.0	0.0	FY 06 Operating Impact to lease temporary facilities
82	MTS	10	1099500	Regional Scheduling System - Phase II	160.0	60.0	0	100.0	0.0	0.0	0.0	0.0	This project managed by SANDAG
83	MCS	11		MCS Non-revenue Vehicles (2)	62.0	0.0	0	30.0	0.0	32.0	0.0	0.0	
84	MTS	11	1094000	Regional Transit Management System - Phase I and II	24,875.0	16,675.0	0	4,100.0	4,100.0	0.0	0.0	0.0	This project managed by SANDAG
85	MCS	12		MCS 35-40 foot CNG Low Floor Buses Inland Breeze (7)	2,500.0	0.0	0	0.0	2,500.0	0.0	0.0	0.0	Inland Breeze (replaces 1997 mid size) Order for 7 buses; retire 6 buses; Option for heavy duty 35 or 40 foot buses. Possible CMAQ funds as optional funding source
86	MTS	12		Integrated Telephone System	770.0	0.0	0	770.0	0.0	0.0	0.0	0.0	
87	SDTI	12		Station Track way Paving	3,100.0	0.0	0	1,000.0	700.0	700.0	700.0	0.0	
88	MCS	13		MCS 40 foot CNG Low Floor Buses (73) SOUTH CENTRAL	28,000.0	0.0	0	0.0	50.0	27,950.0	0.0	0.0	South Central SBMF (replaces CNG buses 1995)

MTS CONSTRAINED CIP

Ref #	Agency	Priority	Project Number	PROJECT	TOTAL BUDGET	FUNDED THRU FY 05	FY 06 FUNDED PROJECTS	FY 06 UNFUNDED PROJECTS	FY 07	FY 08	FY 09	FY10	NOTES
89	MCS	14		MCS 35/40 Ft. CNG Low Floor Heavy Duty Buses (21) EAST COUNTY	8,000.0	0.0	0	0.0	50.0	7,950.0	0.0	0.0	East County ECBMF (replaces diesel mid size and large buses)
90	MCS	15		MCS Purchase Medium/Small Buses (7) 800 FLEX	775.0	0.0	0	0.0	775.0	0.0	0.0	0.0	Flex 800 (851, 853, 874)
91	SDTI	15		Rail Profile Grinding	606.0	0.0	0	303.0	0.0	0.0	303.0	0.0	
92	MCS	16		MCS Purchase 12 SVCC Vehicles	1,200.0	0.0	0	0.0	1,200.0	0.0	0.0	0.0	Replaces 11 vehicles owned by LTS; provides for two spares for 10 peak
93	SDTI	16		LRV shop equipment rehab. / replace	450.0	0.0	0	150.0	150.0	0.0	0.0	150.0	
94	MCS	17		MCS 30-35 foot Low Floor Medium Size Buses POWAY (7)	2,500.0	0.0	0	0.0	25.0	2,475.0	0.0	0.0	Poway (replaces LTS mid size)
95	MTS	18		Remodel and Expansion	100.0	0.0	0	100.0	0.0	0.0	0.0	0.0	
96	SDTI	18		Grade Crossing Improvements	2,100.0	0.0	0	700.0	700.0	700.0	0.0	0.0	
97	MCS	18	1049500	Spring Valley Transit Center	3,600.0	200.0	0	0.0	300.0	1,300.0	0.0	0.0	\$1.8 m federal earmark available (FY 05/FY 06). See entry under non-federally funded project below. Total project is \$3,600.
98	SDTI	19		Permanent Ticket Booth at Gaslamp / Old Town	80.0	0.0	0	80.0	0.0	0.0	0.0	0.0	
99	MTS	19		Centralized Filing System	100.0	0.0	0	100.0	0.0	0.0	0.0	0.0	
100	MTS	20		New Copier	17.0	0.0	0	17.0	0.0	0.0	0.0	0.0	
101	SDTI	20		LRV HVAC retrofit- replace R22	1,250.0	0.0	0	250.0	500.0	500.0	0.0	0.0	
102	MTS	21		Board Room Chairs	8.0	0.0	0	8.0	0.0	0.0	0.0	0.0	
103	SDTI	21		Commercial Street Switch Replacement and Removal	1,824.0	0.0	0	173.0	1,651.0	0.0	0.0	0.0	
104	MTS	22		Conference Room Chairs	2.5	0.0	0	2.5	0.0	0.0	0.0	0.0	
105	MTS	23		Refinish Conference Room Table	1.0	0.0	0	1.0	0.0	0.0	0.0	0.0	
106	SDTI	23		Substation Isolation Switches - Phase II	2,017.5	0.0	0	181.5	840.0	996.0	0.0	0.0	
107	MTS	24		Rental Fees - Digital Postal Machine	2.0	0.0	0	2.0	0.0	0.0	0.0	0.0	
108	SDTI	24		Blue Line Tie and Rail Replacement (10 miles)	17,350.0	0.0	0	1,350.0	8,000.0	8,000.0	0.0	0.0	
109	SDTI	25	1083100	Downtown Sub-Station Protection	1,150.0	150.0	0	0.0	1,000.0	0.0	0.0	0.0	SCADA project needs to be in place before this one
110	MTS	25		Color Copier	30.0	0.0	0	30.0	0.0	0.0	0.0	0.0	
111	SDTI	26	1081800	Rebuild U2 Camshaft, Phase II (LRT-10818)	4,570.0	1,470.0	0	0.0	775.0	775.0	775.0	775.0	
112	SDTI	27		LRV sand filling system	150.0	0.0	0	150.0	0.0	0.0	0.0	0.0	
113	SDTI	28		SDTI MOW Catenary Truck	90.0	0.0	0	90.0	0.0	0.0	0.0	0.0	
114	SDTI	L		LRT Shelter Grounding Program	560.0	0.0	0	0.0	80.0	480.0	0.0	0.0	
115	SDTI	L	1108500	Switch Indicator Modifications	872.0	70.0	0	0.0	802.0	0.0	0.0	0.0	
116	SDTI	L		LF LRV Station Mod. Project - O.T. & Bayside	4,186.0	0.0	0	0.0	4,186.0	0.0	0.0	0.0	This project can be delayed. FY 05 funding would help for special events service.
117	SDTI	L	1105400	Signal Plan Update	24.0	12.0	0	0.0	12.0	0.0	0.0	0.0	Risk: FRA citation
118	SDTI	L		Orange Line Tree Replacement	15.0	0.0	0	0.0	15.0	0.0	0.0	0.0	
119	SDTI	L	1078200	Mainline Drainage - FY 04	2,744.0	744.0	0	0.0	200.0	600.0	600.0	600.0	
120	SDTI	L		LRV Coupler Disconnects, Phase III	826.0	0.0	0	0.0	106.0	360.0	360.0	0.0	
121	SDTI	L		Orange Line TWC Activated Crossovers	1,436.6	0.0	0	0.0	58.5	637.0	641.1	100.0	
122	SDTI	L		Interlock and TWC Activate Switches 73 & 75	1,131.8	0.0	0	0.0	136.8	489.0	506.0	0.0	
123	SDTI	L		Blue Line Crossover - Phase II	2,075.0	0.0	0	0.0	240.0	1,835.0	0.0	0.0	
124	SDTI	L		Dynamic Signal Crossing Activation	260.0	0.0	0	0.0	260.0	0.0	0.0	0.0	
125	SDTI	L		Railroad Signaling System Upgrades	8,340.0	0.0	0	0.0	725.0	3,808.0	3,807.0	0.0	
126	SDTI	L		LFV Procurement	82,210.0	0.0	0	0.0	100.0	27,370.0	27,370.0	27,370.0	
127	SDTI	L	1083200	Configuration Management - Phase II	365.0	100.0	0	0.0	100.0	100.0	65.0	0.0	
128	SDTI	L		Orange Line Record of Survey - Phase II	285.0	0.0	0	0.0	115.0	115.0	55.0	0.0	
129	SDTI	L	1074000	Station Shelter Replacement Project (Civic Center)	999.0	537.0	0	0.0	86.0	376.0	0.0	0.0	
130	SDTI	L	1084200	Fenton Station Parking Lot (Construction)	3,300.0	1,005.0	0	0.0	2,295.0	0.0	0.0	0.0	
131	SDTI	L	1084300	Fenton Parkway Grade Crossing	570.0	100.0	0	0.0	470.0	0.0	0.0	0.0	
132	SDTI	L		Blue Line Curve Straightening	2,440.0	0.0	0	0.0	1,625.0	815.0	0.0	0.0	
133	SDTI	L		Qualcomm Station Elevator	1,050.0	0.0	0	0.0	150.0	900.0	0.0	0.0	
134	SDTI	L		Retaining Wall Rehabilitation	2,100.0	0.0	0	0.0	200.0	1,300.0	600.0	0.0	
135	SDTI	L		Drainage Study - Beyer Blvd	180.0	0.0	0	0.0	180.0	0.0	0.0	0.0	
136	SDTI	L		Replace Camshaft w/ Chopper	10,000.0	0.0	0	0.0	2,500.0	2,500.0	2,500.0	2,500.0	
137	SDTI	L		Digital voice system replacement-U2	300.0	0.0	0	0.0	300.0	0.0	0.0	0.0	
138	SDTI	M		Blue Line Crossover Switch Replacement	5,235.0	0.0	0	0.0	135.0	1,700.0	1,700.0	1,700.0	
139	SDTI	M		South Line Inverters	135.0	0.0	0	0.0	135.0	0.0	0.0	0.0	
140	SDTI	M		Signal Case/Equipment Replacement	1,796.3	0.0	0	0.0	212.3	792.0	792.0	0.0	
141	SDTI	M	1089700	Yard Switch Electrification, Phase II (LRT-10897)	1,027.5	857.5	0	0.0	170.0	0.0	0.0	0.0	
142	SDTI	M		C Street Track and Paving Improvements	2,000.0	0.0	0	0.0	500.0	500.0	500.0	500.0	
143	SDTI	M		Catenary Improvement - Phase III	1,430.0	0.0	0	0.0	140.0	645.0	645.0	0.0	
144	SDTI	M		Visual Message Signs - Phase II	0.0	0.0	0	0.0	519.0	1,446.0	1,446.0	0.0	
145	SDTI	M		LRT Station Paving Repairs	550.0	0.0	0	0.0	50.0	250.0	250.0	0.0	
146	SDTI	M		ADA Station Improvements	100.0	0.0	0	0.0	100.0	0.0	0.0	0.0	
147	SDTI	M	1073600	Fifth Ave Station Improvements	485.0	3.0	0	0.0	86.0	396.0	0.0	0.0	
148	SDTI	M	1095500	Anita Street Grade Crossing	575.0	50.0	0	0.0	90.0	435.0	0.0	0.0	
149	SDTI	M		LRT Station Enhancements (East Line)	1,700.0	0.0	0	0.0	250.0	1,450.0	0.0	0.0	

MTS CONSTRAINED CIP

Ref #	Agency	Priority	Project Number	PROJECT	TOTAL BUDGET	FUNDED THRU FY 05	FY 06 FUNDED PROJECTS	FY 06 UNFUNDED PROJECTS	FY 07	FY 08	FY 09	FY 10	NOTES
150	SDTI	M		Station Enhancements (South Line)	1,700.0	0.0	0	0.0	250.0	1,450.0	0.0	0.0	
151	SDTI	M		Rehab. electronic control circuits-U2	1,000.0	0.0	0	0.0	250.0	250.0	250.0	250.0	
152	SDTI	M		Replace low voltage train line wiring	750.0	0.0	0	0.0	250.0	250.0	250.0	0.0	
153	SDTI	M		Facilities equipment replacement	200.0	0.0	0	0.0	200.0	0.0	0.0	0.0	
154	SDTI	M		Maint. Facilities repairs on Building A	275.0	0.0	0	0.0	75.0	100.0	100.0	0.0	
155	SDTI	M		Crossing protection equipment replacement	1,650.0	0.0	0	0.0	550.0	550.0	550.0	0.0	
156	SDTI	M		Trans control relay replacement	900.0	0.0	0	0.0	300.0	300.0	300.0	0.0	
157	SDTI	M	1095600	San Ysidro Slope Repair	1,850.0	135.0	0	1,715.0	0.0	0.0	0.0	0.0	
158	SDTC			ST CNG (20)	8,297.0	0.0	0	0.0	0.0	0.0	8,297.0	0.0	Bus procurement budgets for FY 08 and FY10 include 4% general inflation cost.
159	SDTC			ST CNG (20)	8,629.0	0.0	0	0.0	0.0	0.0	0.0	8,629.0	Bus procurement budgets for FY 08 and FY10 include 4% general inflation cost.
160	SDTC			Artic Replacement (17)	9,430.0	0.0	0	0.0	0.0	9,430.0	0.0	0.0	Bus procurement budgets for FY 08 and FY10 include 4% general inflation cost.
161	SDTC			SDTC Supervisor Cars	396.9	0.0	0	0.0	193.6	0.0	203.3	0.0	
162	SDTC			IAD/KMD Hazmat Storage Site	212.0	0.0	0	0.0	212.0	0.0	0.0	0.0	
163	SDTC			IAD/KMD Vacuum Replacement	497.8	0.0	0	0.0	497.8	0.0	0.0	0.0	
164	SDTC			IAD/KMD Forklift Replacement	43.2	0.0	0	0.0	0.0	43.2	0.0	0.0	
165	SDTC			IAD/KMD Bus Washer Overhaul	259.0	0.0	0	0.0	0.0	259.0	0.0	0.0	
166	SDTC			IAD/KMD HVAC Overhaul	305.0	0.0	0	0.0	0.0	305.0	0.0	0.0	
167	SDTC			IAD/KMD Compressor & Svc Equip	145.0	0.0	0	0.0	0.0	0.0	145.0	0.0	
168	SDTC			IAD/KMD Shop Hoist Overhaul	1,310.0	0.0	0	0.0	0.0	0.0	770.0	540.0	
169	SDTC			Mira Mesa/Miramar Transit Center	1,500.0	0.0	0	0.0	200.0	1,300.0	0.0	0.0	
170	SDTC		1140200	Kearny Mesa Transit Center	1,500.0	150.0	0	50.0	1,300.0	0.0	0.0	0.0	
171	OTHER		1106000	Spring Street Curves	745.0	600.0	0	145.0	0.0	0.0	0.0	0.0	
172	SDTI		1140500	LRV Shop Modifications	2,551.0	2,051.0	0	500.0	0.0	0.0	0.0	0.0	
173	OTHER			LF LRV Station Modification Project - MVW & Santee	531.0	0.0	0	531.0	0.0	0.0	0.0	0.0	
174	OTHER			Old Town Transit Center (OTTC) Parking Facility	11,200.0	0.0	0	1,000.0	6,500.0	3,700.0	0.0	0.0	
TOTAL					\$509,381.7	\$107,268.5	\$25,044.7	\$50,956.8	\$82,721.1	\$144,308.3	\$64,568.2	\$49,662.1	

Projects Not with Federal Formula Funds													DRAFT 10/15/04
TDA				MCS 800-Series Radio System	1,044.0	1,044.0	0.0		0.0	0.0	0.0	0.0	Should all be completed in FY 05
TDA				MCS Cuyamaca College Bus Stop Improvement	50.0	0.0	50.0		0.0	0.0	0.0	0.0	College doing work now
TDA				MCS County Suburban Shelter Project	100.0	0.0	0.0		40.0	40.0	10.0	10.0	Possible deferral
TDA				County Rural Bus Stops	305.0	225.0	0.0		80.0	0.0	0.0	0.0	Possible deferral
Federal Earmark	18	1049500		Spring Valley Transit Center	1.8	See Above	1.8		See Above	See Above	See Above	See Above	This entry only reflects the earmark to be received in FY 06. The amounts previously funded and requests for future years are reflected in the SVTC item above

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**BASELINE CONSTRAINED
PROPOSED
CAPITAL IMPROVEMENT PROGRAM FY 2006-2010**

Asset Class	Asset Description	2006	2007	2008	2009	2010	Totals
104	Revenue Vehicles	\$ 1,066,411	\$ 3,513,839	\$ 1,150,225	\$ 3,012,000	\$ 2,329,000	\$ 11,071,475
223	Service Vehicles	78,662	1,110,135	-	502,500	527,000	2,218,297
337	Buildings & Structures	1,350,000	-	-	-	-	1,350,000
338	Bldg & Structure Improve.	1,186,039	1,554,129	2,715,706	906,500	304,000	6,666,374
431	Transit Way Equipment	125,000	-	-	60,000	-	185,000
432	Right of Way	-	-	-	-	-	-
433	Right of Way Improvements	6,405,648	5,829,297	5,902,000	7,580,000	8,720,000	34,436,945
434	Operating Yard Equipment	-	-	850,000	-	-	850,000
435	Shop & Garage Equipment	139,116	181,500	126,502	131,000	120,000	698,118
438	Vehicle Movement Control Equipment	376,768	-	694,113	-	-	1,070,881
439	Revenue Collection and Fare Equipment	9,000	4,000	-	-	-	13,000
440	Data Processing Equipment	346,517	675,000	194,354	50,000	100,000	1,365,871
500	Office Furniture & Equipment	93,839	-	100,000	8,000	-	201,839
600	Land	1,350,000	30,000	-	-	-	1,380,000
601	Land Improvement	1,430,000	-	-	-	-	1,430,000
TOTALS - Constrained CIP		\$ 13,957,000	\$ 12,897,900	\$ 11,732,900	\$ 12,250,000	\$ 12,100,000	\$ 62,937,800

NORTH COUNTY TRANSIT DISTRICT
FY 06 Proposed CIP by Asset Class - CONSTRAINED
As of 1/31/05

STATUS:
1 = Requested
2 = Approved, Not Funded

Program				Asset	Project Manager	Dept	Requested
Year	Status	Mode	Job #	Class	Description		Amount
6	1	1	206019	104	ADA Paratransit Vehicles (2)	Alane B. Haynes	280 \$ 36,879
6	1	1	106004	104	Emission Reduction Equipment	Michael R. Wygant	170 \$ 57,455
6	2	1	406020	104	Locomotive Heavy Overhaul	Lane D. Fernandes	150 \$ 723,077
6	2	1	106002	104	Driver Seats (15)	Michael R. Wygant	170 \$ 30,000
6	1	1	406050	104	Coaster Car Door Control Mod	Ed Kasparick	150 \$ 99,000
6	2	2	406052	104	Coaster Emergency Window Exit	Wayne M Penn	150 \$ 120,000
Asset Class 104							\$ 1,066,411
6	2	1	506028	223	Hy-Rail Inspection Vehicle	Richard Walker	510 \$ 78,662
Asset Class 223							\$ 78,662
6	1	4	106111	337	East Div Shop Phase 2	Thomas B. Gallagher	220 \$ 1,350,000
Asset Class 337							\$ 1,350,000
6	2	1	106046	338	Explosion Proof Heaters	Thomas B. Gallagher	220 \$ 44,442
6	2	1	206020	338	ADA Transition Plan	Thomas B. Gallagher	220 \$ 400,000
6	2	1	406043	338	Stuart Mesa Paint Booth	Ed Kasparick	150 \$ 73,956
6	2	5	106008	338	Bus Plus Program	Stefan M. Marks	260 \$ 214,722
6	1	5	106236	338	Bus Plus Impl Vista/Oceanside	Stefan M. Marks	260 \$ 176,000
6	2	2	606036	338	Design Svcs Wheel Lathe Facility	Walt Stringer	250 \$ 50,000
6	1	1	406025	338	Old Town Platform Extension	Ed Kasparick	150 \$ 55,000
6	2	1	106009	338	Security System Upgrade	David J. Papworth	230 \$ 31,919
6	2	1	406024	338	Info Display Panels	Ed Kasparick	150 \$ 45,000
6	2	4	106034	338	Small Building Projects	Thomas B. Gallagher	220 \$ 50,000
6	1	5	106003	338	Bus Stop On-Street Information	Stefan M. Marks	260 \$ 20,000
6	2	4	106021	338	HVAC Unit Replacement	Thomas B. Gallagher	220 \$ 25,000
Asset Class 338							\$ 1,186,039
6	1	4	506044	431	Tractor/Backhoe	Richard Walker	510 \$ 125,000
Asset Class 431							\$ 125,000
6	2	5	506026	433	Revi - Bridge & Infrastrc Repl	Richard Walker	510 \$ 3,499,243
6	2	4	506025	433	Crosstie Renewal Program	Richard Walker	510 \$ 535,988
6	2	1	506024	433	Rail Replacement Program	Richard Walker	510 \$ 245,860
6	2	5	506201	433	At-Grade Crossing Renewal	Richard Walker	510 \$ 350,000
6	2	5	506301	433	Turnout Renewal Program	Richard Walker	510 \$ 550,000
6	2	1	506501	433	Supplement Crosstie Renewal	Richard Walker	510 \$ 274,012
6	1	1	506027	433	Track Structure Rehab	Richard Walker	510 \$ 950,545
Asset Class 433							\$ 6,405,648
6	2	1	406054	435	Maint Employee Platform Lift	Wayne M Penn	150 \$ 20,000
6	2	1	406051	435	Stuart Mesa Drop Table Design	Wayne M Penn	150 \$ 35,000
6	1	5	106032	435	Facility Mnt Shop & Garage Equ	Thomas B. Gallagher	220 \$ 66,300
6	1	1	106010	435	Misc. Shop Tools	Michael R. Wygant	170 \$ 17,816
Asset Class 435							\$ 139,116
6	2	5	106331	438	Radio System - Microwave Tower	Rod Surber	110 \$ 250,000
6	1	1	106332	438	Radio System - Addtl Radios	Rod Surber	110 \$ 126,768
Asset Class 438							\$ 376,768
6	1	1	106011	439	Change Machines	Rosalia J Martinez	270 \$ 9,000
Asset Class 439							\$ 9,000
6	2	1	106018	440	Network Enhancements	Kirk Talbott	320 \$ 96,517
6	2	1	106050	440	Application Consulting Svcs	Kirk Talbott	320 \$ 250,000
Asset Class 440							\$ 346,517
6	1	1	106007	500	Video Surveillance Equipment	David J. Papworth	230 \$ 63,839
6	2	4	106057	500	Fireproof Files for Personnel	Jane E. Arnold	350 \$ 30,000
Asset Class 500							\$ 93,839
6	2	5	106054	600	San Luis Rey TC - Ph I	Stefan M. Marks	260 \$ 1,350,000
Asset Class 600							\$ 1,350,000
6	1	1	506594	601	MOW Facility Purchase/Rehab	Richard Walker	510 \$ 1,430,000
Asset Class 601							\$ 1,430,000
TOTAL							\$ 13,957,000

NORTH COUNTY TRANSIT DISTRICT
FY 07 Proposed CIP by Asset Class - CONSTRAINED
As of 1/31/05

STATUS:
1 = Requested
2 = Approved, Not Funded

Original Program					Asset Class	Project Manager	Dept	Requested Amount
Year	Status	Mode	Job#	Description				
7	2	2	207011	ADA Paratransit Vehicles (2)	104	Alane B. Haynes	280	\$ 38,169
7	2	1	107003	Emission Reduction Equipment	104	Michael R. Wygant	170	\$ 70,670
6	2	1	406105	Locomotive Heavy Overhaul	104	Lane D. Fernandes	150	\$ 125,000
7	1	6	507051	DMU Spare Trucks for Wheels	104	Lane D. Fernandes	155	\$ 550,000
7	2	1	107004	CNG Buses (07)	104	Michael R. Wygant	170	\$ 2,700,000
7	2	1	107002	Driver Seats	104	Michael R. Wygant	170	\$ 30,000
Asset Class 104								\$ 3,513,839
7	2	5	507012	Signalman's Pickup Truck	223	Richard Walker	510	\$ 50,256
7	2	1	607037	Sprinter Support Svc Veh (7)	223	Walt Stringer	155	\$ 285,000
7	2	1	607001	Box Van/Trucks (3)	223	Michael R. Wygant	170	\$ 120,000
7	2	1	607002	3/4 Ton Trucks (6)	223	Michael R. Wygant	170	\$ 210,000
7	2	1	107006	Service Truck (1)	223	Michael R. Wygant	170	\$ 34,975
7	2	1	107007	Sedans (9)	223	Michael R. Wygant	170	\$ 176,000
6	2	4	106005	Service Trucks (4)	223	Michael R. Wygant	170	\$ 113,904
7	2	1	107005	Service Trucks (2) (shop trucks)	223	Michael R. Wygant	170	\$ 120,000
Asset Class 223								\$ 1,110,135
7	2	4	407026	Stuart Mesa Paint Booth	338	Lane D. Fernandes	150	\$ 73,956
7	2	1	107000	OTC Control/Cus Svc Facility	338	Thomas B. Gallagher	220	\$ 250,000
7	1	1	107001	OTC Control/Cus Svc Supplmnt	338	Thomas B. Gallagher	220	\$ 84,798
7	2	1	107024	Misc. Small Building Projects	338	Thomas B. Gallagher	220	\$ 51,000
7	2	1	107030	OTC Polycarbonate Roof Repl	338	Thomas B. Gallagher	220	\$ 575,000
7	2	1	107028	Roof Replacement - GAO	338	Thomas B. Gallagher	220	\$ 57,375
6	1	5	106237	Bus Plus Program -Replacements	338	Stefan M. Marks	260	\$ 62,000
7	2	1	107035	Electric Gates E Div Bus Maint	338	Thomas B. Gallagher	220	\$ 200,000
7	1	1	107036	West Division Security Gates	338	Thomas B. Gallagher	220	\$ 200,000
Asset Class 338								\$ 1,554,129
7	1	5	507201	At-Grade Crossing Renewal	433	Richard Walker	510	\$ 350,000
7	1	5	507301	Turnout Renewal Program	433	Richard Walker	510	\$ 550,000
7	2	5	507015	Crosstie Renewal Program	433	Richard Walker	510	\$ 282,750
7	1	5	507501	Supplement Crosstie Renewal	433	Richard Walker	510	\$ 274,012
7	2	5	507013	Bridge & Infrastructure Progra	433	Richard Walker	510	\$ 3,059,038
7	2	5	507014	Rail Replacement Program	433	Richard Walker	510	\$ 254,460
7	2	5	507016	Track Structure Rehab	433	Richard Walker	510	\$ 318,075
7	1	5	507102	Supp - Bridge & Infrastrc Repl	433	Richard Walker	510	\$ 740,962
Asset Class 433								\$ 5,829,297
7	2	1	107019	Facility Mnt Shop & Garage Equ	435	Thomas B. Gallagher	220	\$ 51,000
7	2	1	107010	Misc. Shop Tools	435	Michael R. Wygant	170	\$ 21,500
7	2	1	607033	Equip for Sprinter Maint Facil	435	Thomas B. Gallagher	220	\$ 50,000
7	2	1	607034	Maint Equip for Sprinter Stns	435	Thomas B. Gallagher	220	\$ 59,000
Asset Class 435								\$ 181,500
7	1	1	107011	Change Machines	439	Rosalia J Martinez	270	\$ 4,000
Asset Class 439								\$ 4,000
7	1	1	107051	PRIME Migration	440	Kirk Talbott	320	\$ 300,000
7	2	1	107020	Network Expansion & Support	440	Kirk Talbott	320	\$ 100,000
7	2	1	107023	Server Replacements	440	Kirk Talbott	320	\$ 75,000
7	2	1	107021	PC Replacements & Upgrades	440	Kirk Talbott	320	\$ 200,000
Asset Class 440								\$ 675,000
6	2	5	106054	San Luis Rey TC - Ph 2	600	Stefan M. Marks	260	\$ 30,000
Asset Class 600								\$ 30,000
TOTAL								\$ 12,897,900

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NORTH COUNTY TRANSIT DISTRICT
FY 08 Proposed CIP by Asset Class - CONSTRAINED
As of 1/31/05

STATUS:
1 = Requested
2 = Approved, Not Funded

Original Program						Asset Class	Project Manager	Dept	Requested Amount
Year	Status	Mode	Job #	Description					
8	2	1	108003	Transit Buses Vans (10)	104	Michael R. Wygant	170	\$	1,000,000
8	2	2	208011	ADA Paratransit Vehicles (2)	104	Alane B. Haynes	280	\$	39,600
8	2	1	108001	Emission Reduction Equipment	104	Michael R. Wygant	170	\$	80,625
8	2	1	108002	Driver Seats (15)	104	Michael R. Wygant	170	\$	30,000
Asset Class 104									\$ 1,150,225
8	2	4	408027	Stuart Mesa Paint Booth	338	Lane D. Fernandes	150	\$	73,956
6	1	1	406026	Old Town Mini Hi Relo	338	Ed Kasparick	150	\$	165,000
8	1	1	108237	Bus Plus Program -Replacements	338	Stefan M. Marks	260	\$	130,000
7	2	1	607036	Wheel Truing Machine Sprinter	338	Walt Stringer	250	\$	1,500,000
8	2	1	108025	Misc. Small Building Projects	338	Thomas B. Gallagher	220	\$	52,000
7	1	5	507050	Poinsettia Stn Platform Extens	338	Kate Stonelake	510	\$	794,750
Asset Class 338									\$ 2,715,706
8	1	5	508201	At-Grade Crossing Renewal	433	Richard Walker	510	\$	350,000
8	1	5	508301	Turnout Renewal Program	433	Richard Walker	510	\$	550,000
8	2	5	508016	Crosstie Renewal Program	433	Richard Walker	510	\$	550,000
8	1	5	508501	Supplement Crosstie Renewal	433	Richard Walker	510	\$	260,000
8	2	5	508015	Rail Replacement Program	433	Richard Walker	510	\$	246,000
8	2	5	508017	Track Structure Rehab	433	Richard Walker	510	\$	536,000
8	2	5	508018	Bridge & Infrastructure Repl	433	Richard Walker	510	\$	2,447,500
8	1	5	508102	Supp - Bridge & Infrastrc Repl	433	Richard Walker	510	\$	812,500
8	1	5	508601	Suppl Track Structure Rehab	433	Richard Walker	510	\$	150,000
Asset Class 433									\$ 5,902,000
7	2	1	107031	Bus Washers (3) East/West Div	434	Thomas B. Gallagher	220	\$	850,000
Asset Class 434									\$ 850,000
8	2	1	108008	Portable Hoists	435	Michael R. Wygant	170	\$	39,668
8	2	1	408019	Maint Shop & Garage Equip	435	Thomas B. Gallagher	220	\$	53,000
8	1	1	408020	Suppl - Facility Mnt Shop Eq	435	Thomas B. Gallagher	220	\$	14,000
8	2	1	108006	Misc. Shop Tools	435	Michael R. Wygant	170	\$	19,834
Asset Class 435									\$ 126,502
6	1	1	106053	Remote Dispatch & AVL Access	438	Rod Surber	110	\$	100,000
6	1	1	106333	Radio System - ADA Announce	438	Rod Surber	110	\$	594,113
Asset Class 438									\$ 694,113
8	1	1	108031	Network Overhaul & Replacement	440	Kirk Talbott	320	\$	156,374
8	2	1	108022	PC Replacements & Upgrades	440	Kirk Talbott	320	\$	37,980
Asset Class 440									\$ 194,354
6	1	4	106047	Bd Room Audio Visual System	500	Thomas B. Gallagher	220	\$	100,000
Asset Class 500									\$ 100,000
TOTAL									\$ 11,732,900

NORTH COUNTY TRANSIT DISTRICT
FY 09 Proposed CIP by Asset Class - CONSTRAINED
As of 1/31/05

STATUS: 1 = Requested 2 = Approved, Not Funded

Original Program							Asset Class	Project Manager	Dept	Requested Amount
Year	Status	Mode	Job#	Description						
9	1	2	209001	ADA Vans (3)	104	Alane B. Haynes	280	\$	42,000	
9	2	1	109012	CNG Buses (7)	104	Michael R. Wygant	170	\$	2,940,000	
9	2	1	109008	Driver Seats (15)	104	Michael R. Wygant	170	\$	30,000	
Asset Class 104									\$ 3,012,000	
9	2	4	409028	Rail Safety & Incident Vehicle	223	Wayne M Penn	160	\$	45,000	
8	2	5	508013	Stakebed Truck	223	Richard Walker	510	\$	43,050	
8	2	5	508014	Signalman's Pickup Truck	223	Richard Walker	510	\$	43,050	
8	1	5	508050	MOW Hi-Rail Boom Truck	223	Richard Walker	510	\$	150,000	
8	2	5	508012	Weld Truck	223	Richard Walker	510	\$	221,400	
Asset Class 223									\$ 502,500	
9	2	4	409016	Stuart Mesa Paint Booth	338	Lane D. Fernandes	150	\$	73,956	
9	2	1	109013	Misc. Small Building Projects	338	Thomas B. Gallagher	220	\$	53,000	
9	2	1	109015	Bus Plus Program	338	Stefan M. Marks	260	\$	437,972	
8	2	1	108027	Roof Replacement W Division	338	Thomas B. Gallagher	220	\$	216,572	
10	1	1	tbd	Facility Security Project	338	Thomas B. Gallagher	220	\$	125,000	
Asset Class 338									\$ 906,500	
6	1	4	506041	Track Geometry Equipment	431	Richard Walker	510	\$	60,000	
Asset Class 431									\$ 60,000	
9	1	5	509201	At-Grade Crossing Renewal	433	Richard Walker	510	\$	350,000	
9	1	5	509301	Turnout Renewal Program	433	Richard Walker	510	\$	550,000	
9	2	5	509001	Crosstie Renewal Program	433	Richard Walker	510	\$	550,000	
9	1	5	509501	Supplement Crosstie Renewal	433	Richard Walker	510	\$	260,000	
9	2	5	509002	Track Structure Rehab	433	Richard Walker	510	\$	710,000	
9	2	5	509004	Rail Replacement Program	433	Richard Walker	510	\$	200,000	
9	2	5	509017	Bridge & Infrastructure Repl	433	Richard Walker	510	\$	4,600,000	
9	1	5	509102	Supp - Bridge & Infrastrc Repl	433	Richard Walker	510	\$	360,000	
Asset Class 432									\$ 7,580,000	
9	2	1	109001	Facility Mnt Shop & Garage Equ	435	Thomas B. Gallagher	220	\$	53,000	
9	2	1	109007	Misc. Shop Tools	435	Michael R. Wygant	170	\$	25,000	
9	1	1	109016	Fleet Shop and Garage Equip	435	Michael R. Wygant	170	\$	53,000	
Asset Class 435									\$ 131,000	
9	2	1	109002	Misc. Software Upgrades	440	Kirk Talbott	320	\$	50,000	
Asset Class 440									\$ 50,000	
9	2	1	109010	Warehouse Bins	500	Michael R. Wygant	170	\$	8,000	
Asset Class 500									\$ 8,000	
TOTAL									\$ 12,250,000	

NORTH COUNTY TRANSIT DISTRICT
FY 10 Proposed CIP by Asset Class - CONSTRAINED
As of 1/31/05

STATUS: 1 = Requested 2 = Approved, Not Funded

Original Program						Asset Class	Project Manager	Dept	Requested Amount
Year	Status	Mode	Job #	Description					
10	1	1	110001	Transit Buses (5)	104	Michael R. Wygant	170	\$	2,205,000
10	1	2	210001	ADA Vans (3)	104	Alane B. Haynes	280	\$	44,000
10	1	1	110003	Emission Reduction Equipment	104	Michael R. Wygant	170	\$	50,000
10	1	1	110002	Driver Seats (15)	104	Michael R. Wygant	170	\$	30,000
Asset Class 104									\$ 2,329,000
10	1	5	510001	Hi-Rail Boom Truck SDNR #101	223	Richard Walker	510	\$	150,000
10	1	5	510002	MOW Pickup Truck SDNR #103	223	Richard Walker	510	\$	55,000
10	1	1	110004	Sedans (4)	223	Michael R. Wygant	170	\$	92,000
9	2	5	509003	MOW Gang Truck and Vehicle	223	Richard Walker	510	\$	230,000
Asset Class 223									\$ 527,000
10	1	1	110007	Misc. Small Building Projects	338	Thomas B. Gallagher	220	\$	54,000
9	2	1	109005	Security Surveillance System	338	David J. Papworth	230	\$	250,000
Asset Class 338									\$ 304,000
10	1	5	510014	Rail Replacement Program	433	Richard Walker	510	\$	200,000
10	1	5	510201	At-Grade Crossing Renewal	433	Richard Walker	510	\$	350,000
10	1	5	510301	Turnout Renewal Program	433	Richard Walker	510	\$	550,000
10	1	5	510501	Supplement Crosstie Renewal	433	Richard Walker	510	\$	810,000
10	1	5	510102	Supp - Bridge & Infrastrc Repl	433	Richard Walker	510	\$	6,100,000
10	1	5	510601	Track Structure Rehab	433	Richard Walker	510	\$	710,000
Asset Class 433									\$ 8,720,000
10	1	1	110008	Facility Maintenance Equip	435	Thomas B. Gallagher	220	\$	50,000
10	1	1	110005	Fleet Shop and Garage Equip	435	Michael R. Wygant	170	\$	50,000
10	1	1	110006	Misc. Shop Tools	435	Michael R. Wygant	170	\$	20,000
Asset Class 435									\$ 120,000
9	2	1	109003	PC Replacements & Upgrades	440	Kirk Talbott	320	\$	100,000
Asset Class 440									\$ 100,000
TOTAL									\$ 12,100,000

PROPOSED MAJOR CAPITAL PROJECTS - MULTI-YEAR

Project Description	Estimated Project Budget	Program. Funding	Unfunded Needs
PROJECTS REMAINING AT NCTD (millions\$)			
Oceanside-Escondido Rail Project	\$ 375.5	\$ 375.5	\$ -
Oceanside Transit Center Parking Structure (joint project with the City of Oceanside)	11.1	11.1	-
Solana Beach Parking Structure ² (joint project with private developer)	12.5	6.1	6.4
Carlsbad Poinsettia Parking Project	2.0	-	2.0
San Luis Rey Transit Center	4.5	1.4	3.1
Oceanside Transit Maintenance & Security Improvement	3.0	-	3.0
Bridge & Infrastructure Replacement Program ³	125.0	-	125.0
SDNR Culvert & Signal Replacement Program ³	22.0	-	22.0
PROJECTS TRANSFERING TO SANDAG (millions \$)			
	Estimated Project Budget	Program. Funding	Unfunded Needs
Sorrento to Miramar Curve Realignment and Second Main Track ¹	45.2	31.7	13.5
Del Mar Bluffs Stabilization-(all three phases)	27.2	9.2	18.0
Santa Margarita River Bridge (#223.1) Replacement, including double-tracking	31.0	2.5	28.5
San Dieguito River Bridge (#243) Replacement	18.1	0.9	17.2
Oceanside Station Platform Widening	1.8	-	1.8
NCTD Administration Field Office Relocation (MOW)	8.6	3.0	5.6
East Division Maintenance Facility	4.6	4.6	-
Convention Center/Padres Stadium Coaster Station	TBD ⁴	-	TBD ⁴
Del Mar Fairgrounds Station	TBD ⁴	-	TBD ⁴
Coastal Rail Corridor Capacity Building Project (LOSSAN improvement)	TBD ⁴	-	TBD ⁴
Sprinter Phase 2 (double track and North County Fair Extension)	TBD ⁴	-	TBD ⁴
	\$ 692.1	\$ 446.0	\$ 246.1

¹ As the level of design progresses, a more accurate cost estimate may be established.

² The programmed funding for this project consists of \$0.5 million in federal discretionary dollars and \$5.0 million in estimated revenues to be generated from private development fees.

³ Includes estimated program costs in excess of baseline "constrained" CIP budget amounts for all years through 2010. Includes all estimated program costs after 2010. These costs are broken down by specific bridges/infrastructure/culverts & timeframes in a more detailed document.

⁴ The estimated cost for this project has not yet been determined.

**MTS OPERATORS
FY 2006 CAPITAL IMPROVEMENT PROGRAM
PROJECT DESCRIPTIONS**

(\$'000'S)

**FY 05
Funded**

Project Title

A	<p><u>Preventive Maintenance</u> Preventive maintenance will be applied to the FY 05 operating budget.</p>	\$29,000.0
B	<p>10940 <u>Regional Transit Management System - Phase I</u> This project provides funding for the design and implementation of a new intelligent transportation system to replace SDTC's failing Radio/CAD system. The new system will offer significant operational improvements through design of smart buses, increased integration and enhanced reporting.</p>	\$3,884.0
C	<p>11457 <u>Automated Fare Technology</u> This project provides for a regional automated fare collection system using smart card technology. This project is a joint effort between MTS and North County Transit District (NCTD).</p>	\$4,463.0
1	<p><u>MTS Transportation Studies</u> This project provides for the ongoing planning activities of MTS.</p>	\$500.0
2	<p><u>CVT Minor Bus Stop Hardware</u> This project provides for minor bus stop hardware for installation/maintenance of new and existing bus stops. Hardware includes, but is not limited to, bolts, vandal proof nuts, pin screws, etc.</p>	\$5.0
3	<p><u>CVT Bus Stop Facility Improvements</u> This project provides for federally required ADA improvements at Chula Vista bus stops, including concrete landing pads, small retaining walls, and other passenger access improvements to bring the system up to full ADA compliance.</p>	\$25.0
4	<p><u>Regional Miscellaneous Operations Capital</u> This project provides for the purchase of miscellaneous equipment to supplement regional operations, including equipment and materials needed to continue maintaining working space, vehicles, and facilities in a proactive manner.</p>	\$1,426.0
5	<p>11119 <u>H Street Transit Center Pavement Rehab</u> This project provides for the complete rehab of the pavement on the bus side of the H Street transit center, including demolition and removal of existing AC, excavation, class 2 aggregate base, 9,200 square feet of PCC pavement, and replacement of all signing, striping, and wheel stops.</p>	\$50.0

**MTS OPERATORS
 FY 2006 CAPITAL IMPROVEMENT PROGRAM
 PROJECT DESCRIPTIONS**

(\$'000'S)

**FY 05
 Funded**

Project Title

6	10994	<u>Organizational Desktop Replacement</u> This project provides for the annual replacement of MTDB, SDTI, and SDTC desktop computer systems, printers, and software. This project also funds the annual contract for computer training services.	\$150.0
7		<u>MCS SVCC Capital Costs of Contracting (FY05-09)</u> This project provides for operating assistance to the Sorrento Valley Coaster	\$260.0
8	10490	<u>IAD CNG Fuel Station Purchase</u> This project provides for the purchase of the Imperial Avenue Division CNG fuel station or the buyout of the SDG&E ownership of the IAD station.	\$400.0
9	11413	<u>Catenary Improvement - Phase II</u> This project provides for the replacement of worn out contact wire, remove abandoned catenary crossover contact wires, replace corroded cabling in catenary support assemblies, and make changes to interlocking 10's catenary.	\$1,060.0
10	10958	<u>IAD/KMD Underground Tank</u> This project provides for upgrading the existing underground storage tanks at the Imperial Avenue Division and Kearny Mesa Division bus facilities.	\$3,900.0
11	10981	<u>Organizational Server Replacement / Upgrades</u> This project provides for the procurement and replacement of organization servers and network storage systems.	\$75.0
12		<u>MMO Transportation Studies</u> This project provides for the ongoing planning activities of the MTS Multimodal group.	\$150.0
13	11061	<u>Broadway Track Replacement</u> This project provides for the replacement of flange-worn curves at Broadway Wye.	\$575.0
14	10972	<u>KMD CNG Expansion</u> This project provides for expanding the existing compressed natural gas (CNG) fueling station at SDTC Kearny Mesa Division by adding compressors to increase the fueling capacity from 75 buses to 150 buses. Additionally, fueling dispensers will be relocate	\$997.0
15	11421	<u>Substation Standardization Phase 2</u> This project provides for the replacement of contactor coils with circuit breakers on	\$750.0

**MTS OPERATORS
FY 2006 CAPITAL IMPROVEMENT PROGRAM
PROJECT DESCRIPTIONS**

(\$'000'S)

**FY 05
Funded**

Project Title

16	11418	<u>MCS ADA Small Vehicles (127)</u> This project provides for the purchase of new ADA Paratransit vehicles for the MTS Access and CTS Paratransit service.	\$1,000.0
17	11400	<u>Rehab Traction Motors - Phase II</u> This project provides for the rehabilitation of traction motors in U2 LRVs.	\$1,078.7
18	11420	<u>Catenary Contact Wire Replacement</u> This project provides for the replacement of the contact wire from 12th and Imperial to San Ysidro.	\$1,000.0
19	11042	<u>LRV Body Rehabilitation</u> This project provides for the rehabilitation and repaint the trolley car body surfaces. This will be ongoing maintenance work until the entire fleet has been repainted.	\$500.0
20	10696	<u>CCTV Surveillance Equipment (CV Bayfront, H, and Palomar stations and La Mesa Spring Street)</u> This project provides for CCTV surveillance Equipment at Chula Vista Bayfront, Palomar, and La Mesa Spring Street trolley stations.	\$325.0
21		<u>LRV Tires</u> This project will provide for the purchase of 456 tires to replace old worn tires. Approximately changing tires on one-third of the LRV Fleet.	\$360.0
22		<u>Replace Senior and Disabled Lifts</u> This project provides for the replacement of senior and disabled lifts on SD100 and U2 trolley cars.	\$250.0
23		<u>KMD Roof and Tile Repair</u> This project provides the repair of leaks in the Storeroom, Maintenance Shop, and Transportation buildings and completely resurfacing all roof systems. This project will also provide for the replacement of an estimated 200 square yards of asphalt tile.	\$203.0
24		<u>Multimodal Building Seismic Retrofit or Demolition</u> This project provides for the final design and construction of seismic improvements to the Multimodal building or for building demolition.	\$20.0

**MTS OPERATORS
FY 2006 CAPITAL IMPROVEMENT PROGRAM
PROJECT DESCRIPTIONS**

(\$'000'S)

**FY 05
Funded**

Project Title

25	<p><u>Capital Needs Assessment</u> This project provides for the review, assessment, and creation of a priority list of fixed assets in need of repair or replacement.</p>	\$250.0
26	<p>10497 <u>Grossmont Station Pedestrian Enhancements</u> This project provides for the enhancement of the Grossmont Trolley Station and integrate access to the station with the proposed TOD on the site and with the adjacent medical and retail activity node.</p>	\$1,030.0
27	<p><u>Integrated Radio and Furniture For ITTC</u> This project will provide essential consoles and specialized communication system enclosures for multiple workstations in the newly constructed Control Center.</p>	\$600.0
28	<p>11403 <u>Train Location (MVE)</u> This project provides for train location on the Green Line from the Mission San Diego to Santee stations. We already have train location operating between the County Center and Mission San Diego stations.</p>	\$550.0
29	<p><u>Lease Lines</u> This project provides for lease line connections and interface between critical field components and Central Control. This will enable control and monitoring from workstations in the centralized facility and replaces the need for more expensive fiber-optic cable.</p>	\$2,500.0
30	<p><u>Centralized Train Control</u> This project will provide Train Controllers in the new Control Center with essential capability to monitor and control field facilities, including train location, switch/signal displays and routing, status of traction power substations, and certain fire/life/safety emergency elements.</p>	\$2,400.0
31	<p><u>Shop Modifications</u> This project provides for modifications and additions to the LRV maintenance facility to accommodate the low-floor light rail vehicle. Improvements would include installation of new in-floor jacks, overhead access walkways, and column cranes.</p>	\$300.0
32	<p><u>SDTC Service Trucks</u> This project provides for the purchase of a nonrevenue field service truck that has exceeded the 100,000-mile replacement threshold.</p>	\$55.0

**MTS OPERATORS
 FY 2006 CAPITAL IMPROVEMENT PROGRAM
 PROJECT DESCRIPTIONS**

(\$'000'S)

**FY 05
 Funded**

		Project Title	
33	10453	<u>San Ysidro Intermodal Transportation Center</u> This project provides for rebuilding the San Ysidro trolley station to create a trolley plaza with three platforms, new shelters, paving, and landscaping. The project also re-routes traffic to eliminate pedestrian conflicts and consolidates the bus and jitney operations.	\$1,800.0
34	10958	<u>IAD/KMD Underground Tank - Soil Remediation</u> This project provides for the remediation of contaminated soils at the direction of the County of San Diego's Site Assessment and Mitigation Division.	\$500.0
		TOTAL	\$62,391.7

CAPITAL PROJECT FUNDS TO BE TRANSFERRED TO THE FY 06 CIP

Project No.	Project Name	Funding Source	Transfer Amount \$ 000's		Impact of Funding Transfers
1040800	Rail Yard Expansion (MVEast) - Phase III	TransNet	\$419.0	Funding can only be used for MVE. Transfer to \$300 Shop Mods and \$119 to CTC (preferential to keep it all in Shop Mods)	This funding was originally earmarked to realign yard trackage in order to construct the O/B line connection project.
1049800	Trolley Fiber Infrastructure (Network Communications)	Y313/0655	5,300.0	See Notes on Tab 2	Funds are being reallocated between Fiber, ITCC and CTC in order to provide a functional ITCC.
1074900	Substation Catenary Switches	0525	149.0	Transfer to 11421	This project is complete
1084200	Fenton Parkway Station	Dev. Fees	275.0	Transfer to 10696	All remaining funds for parking lot construction will be exhausted. City has no environmental clearance to build bridge over SD river.
1089700	Yard Switch Electrification Phase II	0525	29.0	Transfer to 11421	This project is complete
1094200	Grade Crossing/Standby Power Improvements	0541	35.9	Transfer to SDTI Misc. Cap	This project is complete
1094900	Crossing Protection Indicators	0541	45.0	Transfer to SDTI Misc. Cap	This project is complete
1095500	Anita St. Crossing Widening (design)	0541	36.6	Transfer to 10994	Design of project will be postponed. Chula Vista needs to partner with MTS to do street / traffic signal improvements in order for this project to succeed.
1098800	Articulated Bus AC Retrofit	X971	3.5	Transfer to Misc. Cap	This project is complete
1099300	IAD Land Purchase	X971	3,015.0	Transfer to 10958 (These funds could also be transferred to 10453)	All remaining funds to purchase land for expansion of the IAD facility will be expended.
1099600	IAD/KMD Yard Lighting	X971	36.5	Transfer to 10958	This project is complete
1101600	Regional Miscellaneous Capital - La Mesa Dial-a-Ride	Y058	2.0	Transfer to Misc. Cap	This project is complete
1102000	Overhaul Rerail Equipment	0590	14.2	Transfer to Preventive Maintenance	This project is complete
1102800	LRV HVAC Modification Phase III	0590	100.0	Transfer to 11400	Unresolved claims are still pending with the contractor.
1103800	NCT Maintenance Office	Y058	35.0	Transfer to Misc. Cap	This project is complete
1108300	Section Insulator Procurement	0655	41.3	Transfer to Preventive Maintenance	This project is complete
1140300	Train Location (Centralized Train Control)	Y173/Y313	1,357.0	See Notes on Tab 2	See 10498.
1140400	Tunnel Fleet Modifications	0655/0690	589.0	Transfer to Preventive Maintenance.	Project is under construction. CCO's to modify switches in U2's will use some of remaining contingency. Potential delays to LFV Platform Mods project may also need to be taken from this budget. All major contracts are encumbered. \$1000 is left in the project. \$500 should be left in the project budget of which \$250 will be spent (pending CCO's). \$589 available to transfer.
TOTAL			\$11,483.0		

SUMMARY
MTS FY 06 CAPITAL IMPROVEMENT PROGRAM

	PROPOSED	PROJECTED			
	FY 06	FY 07	FY 08	FY 09	FY 10
PREVENTIVE MAINTENANCE	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000
DEBT SERVICE - RADIO TRANSIT MANAGEMENT SYSTEM	\$3,884	\$3,883	\$2,100	\$0	\$0
DEBT SERVICE - AUTOMATED FARE TECHNOLOGY	\$4,463	\$3,308	\$0	\$0	\$0
TOTAL PRIORITY NEEDS (A)	\$37,347	\$36,191	\$31,100	\$29,000	\$29,000
TOTAL CAPITAL PROJECT NEEDS (B)	\$76,001.5	\$82,721.1	\$144,308.3	\$64,568.2	\$49,662.1
TOTAL PROGRAM NEEDS (A + B)	\$113,348	\$118,912	\$175,408	\$93,568	\$78,662
TOTAL ESTIMATED FUNDING AVAILABLE	\$62,392	\$52,436	\$54,009	\$55,629	\$57,298
ANNUAL SURPLUS (DEFICIT)	(\$50,956)	(\$66,476)	(\$121,399)	(\$37,939)	(\$21,364)
CUMULATIVE SURPLUS (DEFICIT)	(\$50,956)	(\$117,433)	(\$238,832)	(\$276,771)	(\$298,135)

TRANSPORTATION COMMITTEE

February 18, 2005

AGENDA ITEM NO.: **8**

Action Requested: APPROVE

INDEPENDENT TRANSIT PLANNING REVIEW

Introduction

The passage of the Proposition A *TransNet* extension last November includes funding for a number of light rail transit (LRT) and bus rapid transit (BRT) projects that are identified in the Regional Transportation Plan (RTP). At the SANDAG Board's direction, Proposition A included a commitment to conduct an Independent Transit Planning Review of the RTP and *TransNet* projects implementing strategy to help determine the most effective and cost efficient transit service and infrastructure plan for the region (Attachment 1). The adopted action directed that the review:

- Use a firm with recognized international expertise in planning, design, and operation of bus rapid transit/exclusive transitway facilities and rail systems
- Evaluate regional transit projects in light of global "best practices" and possible alternatives
- Conduct an analysis with the goal of producing a market-responsive service plan aimed at:
 - maximizing ridership/attracting new riders,
 - improving traffic/reducing congestion and reducing transit travel time,
 - supporting redevelopment/smart growth, and
 - doing so cost-effectively in light of expected capital and operating resources

To undertake the Independent Transit Planning Review, we are proposing a two-faceted approach that would include a consultant study and an oversight Peer Review Panel. The consultant study would provide technical analysis of various aspects of our regional plans and implementing strategies, while the Peer Review Panel would bring expert guidance and oversight from transit industry professionals with direct implementation and operating experience in the field. Together, the consultant firm and Peer Review Panel would provide us with a capable, strong and balanced assessment of our plans and projects relative to their experience with in-service BRT, LRT and guideway transit. The study results would support next year's update of the transit component of the Regional Transportation Plan (RTP) in conjunction with an overall review of the RTP.

Recommendation

The Transportation Committee is asked to approve the proposed study approach and preliminary scope of work outlined below for the Independent Transit Planning Review.

Discussion

Proposed Study Approach

Consultant Study - The Independent Transit Planning Review would be conducted by a consulting firm with expertise in the planning, design, implementation and operation of BRT, LRT and guideway transit projects and systems. This firm would provide outside technical expertise in evaluating the plans, projects and implementing strategies developed and adopted by SANDAG. The firm would be selected through a Request for Qualifications process and would conduct its work in accordance with a work scope outlined below and refined by the Peer Review Panel.

Peer Review Panel - To support the consultant work and ensure a truly independent evaluation of our regional transit program and projects, we also propose to gather a wide a range of experience and expertise on LRT and BRT planning, design, construction, operations and cost from other transit industry professionals. We feel the best way to accomplish this to establish a Peer Review Panel of experts from throughout North America that would provide independent oversight and guidance for our consultant work, including participating in the selection of the consultant firm that would conduct the technical analysis, providing input on the study process, finalizing the scope of work discussed below, and formulating conclusions and recommendations based on the consultant work and their professional expertise and experience. The primary requirement of the Peer Review panelists is that they have extensive and respected hands-on experience in the successful planning, implementation and operation of BRT, LRT and/or guideway transit facilities and services. It would also be desirable to have participants with no direct ties to existing transit plans and projects in the San Diego region, so that they can assure that the study is done in an objective manner.

Based on input from the American Public Transit Association and colleagues in the field, we are recommending the following Peer Review panelists be invited to participate in the Independent Transit Planning Review:

- Rex Gephardt, Los Angeles County Metropolitan Transportation Authority - Mr. Gephardt led the development of the Metro Rapid BRT system and continues today as head of program and operations.
- John Bonsall, McCormick/Rankin – Mr. Bonsall is the former head of OC Transpo, the transit authority in Ottawa, Ontario, where he led development of its bus transitway system. Currently he serves as President of McCormick/Rankin, a consultant firm that has been involved in the development of a number of BRT projects throughout the world.
- Richard Feder, Pittsburgh Port Authority of Allegheny County – Mr. Feder serves as Director of Transit Planning and is involved in the planning, implementation, and operations of the agency's extensive LRT, BRT, and exclusive busway system.
- Phil Selinger, Portland Tri-County Metropolitan Transportation District of Oregon – Mr. Selinger serves as Director of Project Implementation for the agency's extensive light rail and bus system.
- Barbara Ogilvie, Houston Metropolitan Transportation Authority of Harris County – Ms. Ogilvie serves as Director of Planning and is involved in design and operation of the agency's multimodal transitway system (BRT/carpooling/value pricing) and its new light rail system.

We have made preliminary contact with these individuals to explore their availability for participating as Peer Review panelists. Upon Transportation Committee approval of the proposed study approach, staff would finalize arrangements with these prospective panelists. Should someone from this peer review panel list not be available, staff would seek to replace him or her with a similarly qualified professional. In addition, we are open to suggestions from the Transportation Committee regarding other qualified individuals who could serve on this panel.

Preliminary Scope of Work

There are a number of key issue areas that should be addressed to meet the objectives of evaluating regional transit projects in light of global “best practices” and possible alternatives, and ensuring a market-responsive service plan. A summary of each of these issues is provided below:

Issue #1 – Regional Transit Vision - The Regional Transit Vision, which is the basis of our MOBILITY 2030 plan, would be evaluated to assess the anticipated effectiveness of the hierarchy of the regional, corridor, local, and shuttle service concepts (previously referred to as Yellow/Red/Blue/Green Car concepts) in achieving our transit system and network objectives. The Independent Transit Planning Review would address the potential success of these tiered service concepts in attracting the different market segments identified by our previous market research, and how these service concepts would form an effective and efficient transit network in different parts of the region (based on land use density, land use types, and urban design).

Issue #2 –MOBILITY 2030 Regional Transit Corridors - The MOBILITY 2030 network and the Proposition A *TransNet* program of projects identifies a number of primary corridors where high-speed transit services (LRT and BRT) are planned. The Independent Transit Planning Review will review the appropriateness of these primary regional corridors based on existing/future travel demand and the roadway network.

The review will also evaluate the corridors based on the potential to attract the choice rider market and assess how well we have incorporated the results of the market research work conducted in the region in 2000 into our travel demand models for forecasting transit ridership, which were updated in 2004. The market research produced some interesting insights into the various factors that play a part in a person’s decision on whether to use public transportation (e.g. speed/flexibility, safety, and the customer experience, and how the relative importance of each differs across the various market segments). The question has been whether these factors can help us to better predict transit ridership and to identify which market segments a new BRT or LRT service would attract.

Issue #3 –Transit Network Structure - This issue examines the overall transit network structure in place today and that proposed in MOBILITY 2030 in terms of its effectiveness for serving the multi-center urban setting of the San Diego region (i.e., unlike cities with a single activity center in a downtown, our region is composed of a number of existing and emerging centers such as downtown, the Golden Triangle, Mission Valley, and the future East Urban Center). The trunk line/feeder bus structure along our trolley corridors today represents one operating strategy for a network structure, but is this the best network strategy for future corridors where LRT and BRT service is proposed? What other options might be considered, and what is the most practical network structure and strategy given the expected resources for transit?

Issue #4 –Regional Transit Facilities and Operating Strategy – MOBILITY 2030 would achieve the Regional Transit Vision through Implementation of freeway BRT, arterial BRT and LRT lines. For BRT, our plan calls for a range of facility types, including multi-modal managed lanes facilities in freeway corridors (e.g. the north I-15 corridor Managed Lanes/BRT project), dedicated transitways (e.g. South Bay BRT project in Otay Ranch), arterial transit-only lanes (e.g. Showcase project along El Cajon Blvd), and mixed flow street operations. The physical and operational design of stations, particularly the configuration of freeway BRT stations, has implications for operating strategies as well. Station proposals range from simple on-street bus stops to median guideway stations to major park-and-ride facilities connected to managed lanes by direct access ramps. The Independent Transit Planning Review would assess the applicability, effectiveness and trade-offs related to the various transit modes and facilities proposed in our MOBILITY 2030 network corridors, and provide guidance on the level and type of capital and operating investment needed to create a successful system. This would include consideration of the effectiveness and efficiency of providing parking, and parking fees, at transit stations and in communities along BRT and LRT corridors. The review will also help evaluate the resulting operating, cost and ridership implications of the various capital investments and designs.

The consultant and Peer Review Panel would also help assess the feasibility of short- and long-range strategies for implementing and operating BRT given funding availability, right-of-way needs, and environmental and community impacts. General guidelines and thresholds for BRT facilities, station spacing and service levels would also be developed.

Issue #5 –Operating Costing/Financing - The Regional Transit Vision envisions BRT in the San Diego region as providing a level of service and amenities on par with those provided by LRT (e.g. well designed stations, roving security/fare inspectors, and higher end vehicles) but with the flexibility of a conventional bus (e.g. being able to operate on a dedicated transitway or in mixed-street traffic). As a result, operating costs for BRT services will likely be higher than conventional bus services. Identifying cost categories and assumptions has been a challenge given the wide range of BRT services and concepts in the United States. There is also a need to provide appropriate comparisons to LRT operating costs to be able to assess cost-effectiveness of the various transit modes and service concepts.

The Independent Transit Planning Review will use experience from other cities and regions to refine our operating cost assumptions for both BRT and LRT, including discussion of fare levels and farebox recovery rates as well. In addition, we will explore the potential role that public-private partnerships could play in funding capital and/or operating costs of future transit services (e.g., businesses subsidizing a shuttle connection from an employment area to LRT/BRT stations).

Issue #6 –Transit/Land Use Coordination - A key element of both MOBILITY 2030 and the Regional Comprehensive Plan is the need for increased coordination between transit planning and land use development. The success of our Smart Growth Opportunity Areas strategy is dependant upon fostering a close relationship between future LRT/BRT services and potential areas where transit oriented development could occur. Several of our potential peer review panelists have direct experience in this area that could provide valuable insights on how to translate successful practices elsewhere to the San Diego region.

Public and Agency Involvement

We would use the newly established Regional Planning Stakeholders Working Group to provide input into the Independent Transit Planning Review. Periodic updates would be scheduled at

working group meetings to keep them abreast of the study progress and solicit their input. In addition, input would be obtained from the Regional Transit Management Committee (RTMC) and two technical working groups, the City/County Transportation Advisory Committee (CTAC) and Regional Planning Technical Working Group, which include both local government and transit agency professional staff.

Next Steps

The Peer Review Panel would help refine and finalize the consultant work scope. Upon Transportation Committee approval of the Independent Transit Planning Review approach, we will begin the process to solicit Request For Qualifications (RFQs) from consultant firms with international expertise in BRT and LRT planning and design based on addressing these issue areas. The Peer Review Panel would assist staff in reviewing the proposals received and recommending a firm to conduct the technical analysis.

Budget and Schedule

A new OWP project will be created in the FY 05 budget to allow the Independent Transit Planning Review to begin in April 2005. This budget action will be incorporated into a separate agenda item on FY 05 budget changes that will be brought to the Executive Committee at its March 11, 2005, meeting. The total project budget is proposed to be \$425,000 over two fiscal years with the consultant work and Peer Review comprising \$260,000 of that amount.

Key dates for the Independent Transit Review are outlined below:

- Mid April Initial meeting of the Peer Review Panel---scope of work finalized, consultant selection process
- April Report to the Regional Stakeholders Working Group on study approach and scope of work
- Mid May Consultant contract for technical analysis begins
- Early July Second peer review meeting to review consultant work
- Early September Third peer review meeting to review consultant work
- April – September Periodic updates to Regional Stakeholders Working Group, RTMC, technical working groups, and Transportation Committee
- Late October Draft conclusions/recommendations for review by Peer Review Panel, Regional Stakeholders Working Group, Regional Transit Managers' Committee, technical working groups, and Transportation Committee
- December Approval of final conclusions/recommendations by Transportation Committee (final consultant report will be prepared) followed by incorporation of results into the Regional Transportation Plan update.

We will continue to return to the Transportation Committee to provide regular updates and to receive direction on the Independent Transit Planning Review.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment

Key Staff Contacts: Toni Bates, (619) 699-6950, tba@sandag.org
Dave Schumacher, (619) 699-6906, dsc@sandag.org



OFFICE OF MAYOR DICK MURPHY
City of San Diego

MEMORANDUM

To: Ron Morrison, Chair, SANDAG Board
SANDAG Boardmembers

From: Mayor Murphy

Subject: TransNet Extension Ordinance and Expenditure Plan

Date: May 14, 2004

Voter approval of the TransNet Extension is one of the most important issues facing our region today. Both the 40 year term of this measure and its potential benefits to our region are so significant that it is critical that we build and maintain a broad base of support for the measure. It is in this spirit of consensus building that I urge the Board to support the following actions recommended by a number of interest groups.

1. Direct Staff to add to the Fiscal Year 2005 Overall Work Program an 'Independent Transit Planning Review'. The independent Transit Planning Review shall be performed to determine the most effective and cost-efficient service and infrastructure plans for the San Diego region by a firm with recognized international expertise in the planning, design, and operation of exclusive Transitway facilities and in the planning and design of rail-based transit systems. This Review shall look at regional transit projects in the light of global "best practices" and will further consider alternatives to these projects. This analysis should produce a market-responsive service plan aimed at maximizing ridership, improving parking and traffic, supporting redevelopment opportunities, reducing travel time, attracting new transit riders, reducing congestion, and doing so in a cost-effective manner consistent with expected capital and operating resources.
2. Direct staff to prepare a letter to MTS and NCTD requesting each agency undertake a system-wide analysis of the transit system to ensure services are responsive to the needs of the public, delivered in an equitable manner and represents the best use of public funds by providing services in a cost effective and efficient manner. This letter shall be reviewed and approved by the Transportation Committee.