



## **BOARD OF DIRECTORS**

Chairman Jerome Stocks  
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David Druker  
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Karen King, Executive Director  
C. Michael Cowett, General Counsel

## **AGENDA**

### **PLANNING COMMITTEE**

Chairwoman Lesa Heebner, Dave Druker, Bill Horn, Shari Mackin  
Staff Committee Liaison: Tom Lichterman

**Thursday, January 4, 2007 - 3:00 PM**  
**311 South Tremont, Oceanside, California**

1. Open Meeting
2. Changes to the Agenda
3. Capitalized Maintenance Program (Attachment 1)
4. I-15 Bus Rapid Transit (BRT) Service Plan and Operations
5. Cedros Crossing Project (Attachments 2, 3, 4 and 5)
6. Other Matters
7. Public Comment
8. Next Meeting: Thursday, **March 1, 2007**, 3:00 pm, 311 South Tremont, Oceanside, CA
9. Adjournment

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STAFF REPORT  
TO THE  
PLANNING COMMITTEE

COMMITTEE MEETING DATE: January 4, 2007

TITLE: Capitalized Maintenance Program

STAFF CONTACT: Richard Walker  
Maintenance-of-Way Manager  
E-mail: RWalker@NCTD.org

TIME SENSITIVE: YES  NO

Phone: 760/967-2868

Consent  Action  Information

**COMMITTEE RECOMMENDATION:**

**DESCRIPTION:**

Accept \$612,000 in State Transportation Improvement Program (STIP) funds from the California Transportation Commission; enter into an agreement with Caltrans Division of Rail in the amount of \$612,000 for the Capitalized Maintenance Program for replacement of mainline crossties along the Surfliner Corridor; and authorize the Executive Director to execute the agreement.

**BACKGROUND**

At the September 2006 California Transportation Commission meeting, NCTD was awarded an allocation of STIP funds in the amount of \$612,000 for crosstie replacement along the Surfliner Corridor.

The STIP funds will be used to support approximately 20% of the overall cost of the project (installation of approximately 3,400 ties). The tie replacement is performed as part of NCTD's State of Good Repair and will enhance the safety and operational reliability of the Surfliner Corridor.

In order for NCTD to receive the funds, a formal resolution (Attachment 1) must be adopted by the Board accepting the \$612,000 STIP allocation; enter into an agreement with Caltrans Division of Rail; and authorizing the Executive Director to execute the agreement.

**FISCAL IMPACT:**

The fiscal impact of this action is to increase capital funding by \$612,000 for the Capitalized Maintenance Program.

**OBJECTIVE:**

That the Board accept the \$612,000 in STIP funds; enter into an agreement with Caltrans Division of Rail for the \$612,000 in STIP funds; and authorize the Executive Director to execute the agreement.

COMMITTEE DISCUSSION

1/4/07



STAFF REPORT  
TO THE  
PLANNING COMMITTEE

COMMITTEE MEETING DATE: January 4, 2007

TITLE: I-15 Bus Rapid Transit (BRT) Service Plan and Operations

STAFF CONTACT: Stefan Marks  
Manager of Service Development  
E-mail: smarks@nctd.org Phone: 760/966-6539

TIME SENSITIVE: YES  NO

Consent  Action  Information

**COMMITTEE RECOMMENDATION:**

**DESCRIPTION:**

SANDAG staff will present the following draft SANDAG recommendations for I-15 BRT operations:

1. Identify MTS as the preferred BRT Operator and authorize the Executive Director to develop an MOU between SANDAG, MTS, NCTD, and CALTRANS that will detail the specific aspects of BRT service; and
2. Adopt a Service Plan which operates service to Sorrento Mesa and UTC/UCSD and downtown San Diego starting in 2012. (The Sorrento Mesa/UTC/UCSD service is proposed to operate via Mira Mesa Blvd west of I-15.)

These recommendations are to be presented to the SANDAG Transportation Committee on January 19, 2007. The Planning Committee is requested to provide feedback to SANDAG staff and provide direction to the NCTD Board on whether to support the proposed SANDAG recommendations. NCTD staff supports the SANDAG recommendations as proposed.

**BACKGROUND:**

At the October 6, 2006 meeting, the Transportation Committee approved the initial operations plan for BRT service along the I-15 corridor. This plan includes two service options for full BRT service to begin in 2012: (1) service exclusively to downtown San Diego and (2) service to both downtown San Diego and the Sorrento Mesa/UTC/UCSD area. The Transportation Committee requested that staff return with detailed analysis on Option #2 and a recommendation on a proposed service operator. The recommendations were formulated by SANDAG with input from NCTD and MTS staff.

**Discussion**

***I-15 BRT Operator***

MTS is proposed by SANDAG as the preferred operator for the initial I-15 BRT service for the following reasons:

- Most of the BRT services will operate in MTS' service area
- Existing MTS operating subsidies committed to the I-15 corridor are a necessary part of the funding strategy for operations (along with farebox revenues, TransNet new project operating funds, and FasTrak)

NCTD staff has supported this approach, provided that BRT schedules are coordinated with NCTD services, given that a large proportion of riders will start their trips in Escondido. SANDAG proposes that an MOU between MTS, NCTD and SANDAG is developed to address operating and capital funding, service levels, fare structure, revenue sharing and service coordination, station and vehicle maintenance, joint development and marketing. NCTD staff support this approach.

### ***Service Plan and Route Alignment***

TransNet operations funds for the I-15 Sorrento Mesa service are scheduled to be available in 2016. In order to begin the Sorrento Mesa/UTC/UCSD service in 2012, headways on the downtown San Diego service are reduced from 10 minute to 15 minutes. As a result, service to Sorrento Mesa/UTC/UCSD also is proposed at 15 minute headways.

SANDAG analyzed the potential of three alternative alignments for service west of I-15 to Sorrento Mesa and the UTC/UCSD areas; SR-56, Mira Mesa Blvd, and Miramar Road. These alignment options were compared on the basis of travel time, patronage potential, and opportunities for stops and park and ride.

- SR-56 has a longer travel time (even with possible priority improvements) and generates less patronage (in part because of limited pickup/drop off locations) than the Mira Mesa Blvd option.
- Miramar Road also has longer travel times and less patronage potential than Mira Mesa Blvd.
- Mira Mesa Blvd offers a faster travel time and highest potential ridership, and as a result, is the preferred alignment.

### ***Operating Subsidy***

The Sorrento Mesa/UTC/UCSD service requires an annual operating subsidy of \$2.5 million beyond the level originally proposed for the Downtown San Diego service. There is an opportunity to fund this additional subsidy between 2012 and 2016 from TransNet operating funds being collected between 2008 and 2011 which will not be needed, as their designated projects will now not be commencing until later years. It is proposed to use the TransNet operating funds identified for I-15 and Mid Coast between 2008 and 2011 (\$2.5 million) to fund the expanded I-15 BRT service from 2012 to 2016 when \$2.5 million becomes available annually for Sorrento Mesa BRT service.

### ***Vehicle Capacity***

Based on a review of transit demand for the various residential origins and employment destinations and taking into consideration the newly proposed service frequencies and stopping patterns, analysis has shown that the peak passenger loads on the express and core all-stops services will require a mix of standard sized coaches and higher-capacity vehicles to meet patronage demand between Escondido and downtown San Diego and Sorrento Mesa.

Initial forecasts suggest peak loads for the express routes providing service to downtown San Diego can be met with standard sized coaches; however, services to Sorrento Mesa and the all stop service to San Diego will have peak loads that will require higher-capacity vehicles. TransNet provides approximately \$20 million for acquisition of vehicles for the startup up of San Diego bound services by 2012 and another \$21 million for acquisition of vehicles for Sorrento Mesa services in 2016. SANDAG will complete a more detailed analysis of capital requirements of the proposed service plan.

If patronage exceeds forecast levels, service capacity can be increased by a range of strategies including increased frequency, creation of separate routes for Sorrento Mesa and UTC/UCSD services, or introduction of additional higher capacity vehicles.

**Next Steps**

Progress reports will be provided to the Transportation Committee and the transit agency Boards on a periodic as-needed basis.

**FISCAL IMPACT:**

Not applicable.

**OBJECTIVE:**

Consider the following draft recommendations proposed by SANDAG for I-15 BRT operations and provide direction to the Board whether to support the proposed recommendations.

COMMITTEE DISCUSSION

1/4/07



Although delayed, it is anticipated that the project will receive approval from the city of Solana Beach in February 2007. After City approval, an additional six months of State permit processing, primarily the California Coastal Commission (CCC), would occur prior to starting major construction. Other ancillary developments on NCTD property that relate to the principles of the 1991 multi-phase development plan include two pedestrian/bike bridges across the railroad tracks, and the Rail Trail open space enhancements. The Cedros Crossing and 1991 approved land uses are summarized in Attachment 5.

As the Cedros Crossing Project is moving through the City and CCC development review and conditioning process, projected project costs can change. Extended processing time adds to processing costs and expands cost uncertainty due to changes in the price of materials and labor. Extensive project conditions can add extra project costs by imposing increased capital or operational costs on the project, and/or by reducing development potential. Although these primarily impact Shea, staff is monitoring the changing cost and revenue structure of the project from both processing time delays and proposed development conditions. As the land owner and eventual owner of the 500 space parking structure, we are discussing with the City and CCC staff issues that can impact the financial position of the project, and helping define solutions that work for the City, CCC, Shea and NCTD. Shea, as the lead on the project processing, is actively managing cost and revenue estimates for the project as approvals are moving forward. Staff will update the Board as progress is achieved on the project by Shea.

**FISCAL IMPACT:**

Processing delays and change orders have resulted in the expenditure of the contingency budget for the design of NCTD's 500 space parking structure. Additionally, the District needs to request an extension of the approved grant funding. Staff is exploring approaches to address the shortfall with revenue enhancements from operations of the project, and is hopeful that the grant extension request will be approved.

**OBJECTIVE:**

Receive the current project status report.

COMMITTEE DISCUSSION

1/4/07

January 4, 2007

TO: North County Transit District Board Members  
FROM: Clerk of the Board  
SUBJECT: POSTING OF BOARD AGENDA

In Compliance with the Ralph M. Brown Act, As Amended, the following information is provided.

The Agenda for this meeting of the Planning Committee was posted as follows:

Meeting Date and Time:	January 4, 2007; 3:00 p.m.
Posted At:	810 Mission Avenue, Oceanside, CA and 311 So. Tremont, Oceanside, CA
Date & Time of Posting:	December 29, 2006; 5:00 p.m.
Posted By:	Clerk of the Board