

SANDAG

Transportation Committee Agenda

Friday, April 16, 2021

9 a.m. to 12 noon

****Teleconference Meeting****

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The Transportation Committee meeting will be conducted virtually in accordance with Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings issued by the California Department of Public Health. Members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

There are a few options for public participation:

- Submit comments via email to clerk@sandag.org
- Observe the meeting via Zoom
- To participate via Zoom webinar, click the link to join the meeting:
<https://zoom.us/j/98331772891>

Webinar ID: 983 3177 2891

- To participate via Telephone, dial a number based on your current location:
US: +1 669 900 6833 or 983 3177 2891# or +1 346 248 7799 or +1 253 215 8782 or
+1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799

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Public Comments: Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerk@sandag.org (please reference: "April 16, Transportation Committee Meeting" in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Thursday, April 15, will be provided to members prior to the meeting. If you desire to provide a live verbal comment during the meeting, please join the Zoom meeting either by computer or phone. At the time for public comments, members of the public will be advised to 'Raise Hand' if they wish to provide comments. The 'Raise Hand' feature can be found on the Zoom toolbar for those who join via computer or by entering *9 for those who join via telephone only. The Chair will call on members of the public by name for those joining via a computer and by the last three digits of your telephone number for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record.



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. Public speakers are limited to three minutes or less per person. The Committee may only take action on any item appearing on the agenda.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at sandag.org/meetings. Additionally, interested persons can sign up for email notifications at sandag.org/subscribe.

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请在会议前至少 72 小时打电话 (619) 699-1900 提出请求.

Mission Statement

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region's quality of life.

Our Commitment to Equity

We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. In 2021, SANDAG will develop an equity action plan that will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

Transportation Committee

Friday, April 16, 2021

Item No.		Action
1.	Public Comments/Communications/Member Comments Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comment.	
2.	Executive Director's Report <i>Hasan Ikhmeta, SANDAG</i> An update on key programs, projects, and agency initiatives will be presented.	Discussion
Consent		
+3.	Approval of Meeting Minutes The Transportation Committee is asked to review and approve the minutes from its April 2, 2021, meeting.	Approve
+4.	Proposed FY 2021 Program Budget Amendment: Beech and Middletown Double Crossover Integration <i>Dinara Ussenova, SANDAG</i> The Transportation Committee is asked to approve an amendment to the FY 2021 Program Budget to: <ol style="list-style-type: none">1. create a new Capital Improvement Program (CIP) project (CIP Project No. 1131800) to establish the Beech and Middletown Double Crossover Integration project; and2. accept \$370,000 in funding from the Metropolitan Transit System to fully fund the project.	Approve
+5.	Federal Transit Administration Section 5311 Program of Projects <i>Michelle Smith, SANDAG</i> The Transportation Committee is asked to recommend that the Board of Directors approve the Federal Fiscal Year 2021 and Coronavirus Relief and Response Supplemental Appropriations Act apportionments of Federal Transit Administration Section 5311 Non-Urbanized Area Formula Program funds for the San Diego region.	Recommend

- | | |
|---|-------------------------|
| <p>+6. FY 2022 Transit Capital Improvement Program
 <i>Kim Monasi, SANDAG</i>
 The Transportation Committee is asked to recommend that the Board of Directors:</p> <ol style="list-style-type: none"> 1. approve the submittal of Federal Transit Administration grant applications for the San Diego region; and 2. adopt Regional Transportation Commission Resolution No. RTC-2021-06, approving Amendment No. 1 to the 2021 Regional Transportation Improvement Program. | <p>Recommend</p> |
|---|-------------------------|

Reports

- | | |
|---|---------------------------|
| <p>+7. Regional Active Transportation Program Funding Recommendations
 <i>Audrey Porcella, SANDAG</i>
 The Transportation Committee is asked to recommend that the Board of Directors:</p> <ol style="list-style-type: none"> 1. adopt Resolution No. 2021-18, certifying the results of the San Diego Regional Active Transportation Program (ATP); and 2. recommend that the California Transportation Commission fund the San Diego Regional ATP projects. | <p>Recommend</p> |
| <p>+8. SD-LOSSAN Regional Rail Corridor Improvements Study Update
 <i>Linda Culp, SANDAG</i>
 An overview of the SD-LOSSAN Study will be presented.</p> | <p>Information</p> |
| <p>+9. Second Reading of Proposed Amendments to the Regional Transit Comprehensive Fare Ordinance
 <i>Brian Lane, SANDAG</i>
 The Transportation Committee is asked to:</p> <ol style="list-style-type: none"> 1. adopt Resolution No. 2021-19, related to findings supporting a California Environmental Quality Act exemption for the proposed amendments to the Comprehensive Fare Ordinance; and 2. conduct the second reading and approve amendments to the Regional Comprehensive Fare Ordinance, by reading the title of the Ordinance. | <p>Approve</p> |
| <p>+10. Mid-Coast Trolley Project Update
 <i>Ramon Ruelas, SANDAG</i>
 An overview of the Mid-Coast Trolley Project and other projects concurrently underway in the corridor will be presented.</p> | <p>Information</p> |
| <p>11. Upcoming Meetings
 The next Transportation Committee meeting is scheduled for Friday, May 7, 2021, at 9 a.m.</p> | <p>Information</p> |
| <p>12. Adjournment</p> | |

+ next to an item indicates an attachment

From: [Leslie Bridges](#)
To: [Clerk of the Board](#)
Subject: Item 9: Second Reading of Proposed Amendments to the Regional Transit Comprehensive Fare Ordinance
Date: Wednesday, April 14, 2021 10:46:01 PM

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

To Sandag Representatives,

I would like council member Jewel Edson representing the North County Transit District to vote in favor of the recommendations for the regional transportation fare ordinance.

We want a unified regional transportation system between North and South county, and we want to support decreased fares for youth and Senior Citizens.

I would like North County to live up to having an equitable transportation system so that any of our neighbors in South County, who depend on Public transit, can travel easily wherever they need to go in San Diego.

I believe this is a matter of transportation equity and that North County residents would not want our representative voting against this.

Sincerely,

Leslie Bridges, Resident
13737 Pine Needles Drive, Del Mar, CA 92014

From: [Rita Clement](#)
To: [Clerk of the Board](#)
Subject: April 16 Public Transportation #9
Date: Wednesday, April 14, 2021 7:17:39 PM

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

My name is Rita Clement and I am a volunteer with SanDiego350 and the Green New Deal Alliance.

I strongly support item 9 for the following reasons.

- The proposed amendments help increase the transit ridership in the San Diego region, and reduce GHGs to flight Climate Change.
- Transit fare increases will NOT help the transit agencies recover from the ridership reductions caused by the pandemic.
- The proposed amendments can help the ridership recovery efforts by MTS and NCTD.
- Youth fare reduction and free transfers will provide easier transit access to the young people and students who rely on the public transit to go to school and work.
- Youth fare reduction and free transfers will encourage more young people to ride buses and trolleys, which will help increase future transit riderships and steer them away from driving cars.
- Free transfers will make it less expensive for the transit dependent residences from the EJ and low income communities to go to work, school, hospitals, shopping, etc.
- Free transfers will encourage more people to take transit and reduce GHGs to flight Climate Change.
-
-

From: [Carla R.](#)
To: [Clerk of the Board](#)
Subject: April 16, Transportation Committee Meeting Item # 9
Date: Thursday, April 15, 2021 2:25:07 PM

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Dear Clerk,

I am a concerned San Diegan and I would love to see good options for public transportation. Please consider the following as it relates to Item #9.

- The proposed amendments help increase the transit ridership in the San Diego region and reduce GHGs to flight Climate Change.
- Transit fare increases will NOT help the transit agencies recover from the ridership reductions caused by the pandemic.
- The proposed amendments can help the ridership recovery efforts by MTS and NCTD.
- Youth fare reduction and free transfers will provide easier transit access to the young people and students who rely on public transit to go to school and work.
- Youth fare reduction and free transfers will encourage more young people to ride buses and trolleys, which will help increase future transit ridership and steer them away from driving cars.
- Free transfers will make it less expensive for transit-dependent residences from low-income communities to go to work, school, hospitals, shopping, etc.
- Free transfers will encourage more people to take transit and reduce GHGs to flight Climate Change.
- Free transfers will make riding in transit a smoother less confusing experience and would encourage those intimidated by public transportation to try it.
- Encouraging more youth to ride transit might decrease car accidents as well.

With gratitude,

~Carla Ruiz-Velasco

From: [Brandon M](#)
To: [Clerk of the Board](#)
Subject: April 16, Transportation Committee Meeting, Item #9
Date: Thursday, April 15, 2021 10:48:14 AM

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Hello, My name is Brandon Magee and I live in District 7. I want to urge you to approve these fare changes as a step toward transportation equity in San Diego. This community appreciates the time you are taking in listening to our needs, and we are excited for these changes as another step toward Youth Opportunity Passes (YOP), no-cost transportation for young people up to the age of 24. We look forward to the inclusion of YOP in the new Regional Transportation Plan.

From: [MM](#)
To: [Clerk of the Board](#)
Subject: April 16, Transportation Committee Meeting, Item #9
Date: Thursday, April 15, 2021 2:48:54 PM

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Hello SANDAG Committee,

My name is Michelle Morgan and I live in District 2 of the City of San Diego County and District 4 of the County. I'm writing to you today to urge you to approve these fare changes outlined in Item #9 as a step toward transportation equity in San Diego. This community appreciates the time you are taking in listening to our needs, and we are excited for these changes as another step toward Youth Opportunity Passes (YOP), no-cost transportation for young people up to the age of 24. We look forward to the inclusion of YOP in the new Regional Transportation Plan.

Many thanks for your time and support,
Michelle Morgan
mmorgan5683@gmail.com
858-859-3946

From: [Jonn Segovia](#)
To: [Clerk of the Board](#)
Subject: April 16, Transportation Committee Meeting, Item #9
Date: Thursday, April 15, 2021 3:17:02 PM

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

Hello, My name is Jonn Segovia and I live in District 9. I want to urge you to approve these fare changes as a step toward transportation equity in San Diego. This community appreciates the time you are taking in listening to our needs, and we are excited for these changes as another step toward Youth Opportunity Passes (YOP), no-cost transportation for young people up to the age of 24. We look forward to the inclusion of YOP in the new Regional Transportation Plan.

April 16, 2021

April 2, 2021, Transportation Committee Meeting Minutes

Chair Nora Vargas (County of San Diego) called the meeting of the Transportation Committee to order at 9 a.m.

Action: Approve

The Transportation Committee is asked to approve the minutes from its April 2, 2021, meeting.

1. Public Comments/Communications/ Member Comments

Gustavo Dallarda, Caltrans District 11, provided an update on Caltrans projects and programs.

2. Executive Director's Report

Executive Director Hasan Ikhrata presented an update on key programs, projects, and agency initiatives, including the Biden Administrations infrastructure plan; the Otay Mesa East II Port of Entry border crossing; the Central Mobility Hub; and Del Mar Bluffs stabilization efforts.

Consent

3. Approval of Meeting Minutes (Approve)

The Transportation Committee was asked to approve the minutes from its March 19, 2021, meeting.

4. FY 2021 Transportation Development Act Claim Amendments (Information)

This report provided an update on progress made by Specialized Transportation Grant Program recipients from October 1, 2020, through December 31, 2020.

5. *TransNet* Smart Growth Incentive Program and Active Transportation Grant Program: Quarterly Status Update (Information)

This report provided an update on the *TransNet* Smart Growth Incentive Program and Active Transportation Grant Program.

Action: Upon a motion by Commissioner Gary Bonelli (Port of San Diego), and a second by Councilmember Jewel Edson (North County Transit District), the Transportation Committee voted to approve Item No. 3 on the Consent agenda.

The motion passed.

Yes: Chair Vargas, Vice Chair Raul Campillo (City of San Diego), Gil Cabrera (San Diego County Regional Airport Authority), Councilmember Jennifer Mendoza (East County), Councilmember Monica Montgomery Steppe (Metropolitan Transit System), Councilmember David Zito (North County Coastal), Mayor Judy Ritter (North County Inland), Councilmember Edson, Commissioner Bonelli, and Councilmember Bill Sandke (South County).

No: None.

Abstain: None.

Absent: None.

Reports

6. First Reading of Proposed Amendments to the Regional Transit Comprehensive Fare Ordinance (Approve)

Brian Lane presented the item.

Action: The Transportation Committee was asked to conduct the first reading of amendments to the Comprehensive Fare Ordinance, by reading the title and waiving full recitation of the ordinance for this and all future readings.

The motion passed.

Yes: Chair Vargas, Vice Chair Campillo, Gil Cabrera, Councilmember Mendoza, Councilmember Montgomery Steppe, Councilmember Zito, Mayor Ritter, Councilmember Edson, Commissioner Bonelli, and Councilmember Sandke.

No: None.

Abstain: None.

Absent: None.

Michael Horgan, member of the public, spoke in support of the changes to the fare ordinance.

Bee Mittermiller, SD350, spoke in support of the changes to the fare ordinance.

Randy Torres-Van Vleck, City Heights Community Development Corporation, spoke in support of the changes to the fare ordinance.

Noah Harris, Climate Action Campaign, spoke in support of the changes to the fare ordinance.

Cris Sotomayor, member of the public, spoke in support of the changes to the fare ordinance.

Carolina Martinez, Environmental Health Coalition (ECH), spoke in support of the changes to the fare ordinance.

Michelle Krug, member of the public, spoke in support of the changes to the fare ordinance.

Maria Cortes, City Heights Community Development Corporation and Mid City CAN, spoke in support of the changes to the fare ordinance.

7. 2021 Regional Plan: Moving from the Vision to the Plan (Discussion)

Director of Regional Planning Coleen Clementson and Chief Analytics Officer and Chief Economist Ray Major presented an overview of the development process for the 2021 Regional Plan, initial performance results, key planning assumptions, data used to develop the plan, costs, funding strategies, and milestones for this year.

Carolina Martinez, ECH, spoke regarding engagement with Environmental Justice Communities and climate change mitigation efforts.

Action: Discussion only.

8. North Coast Corridor Program: Status Update (Information)

Allan Kosup, Caltrans, presented an overview on the North Coast Corridor program.

Action: Information only.

9. Upcoming Meetings

The next Transportation Committee meeting is scheduled for Friday, April 16, 2021, at 9 a.m.

10. Adjournment

Chair Vargas adjourned the meeting at 11:46 a.m.

Confirmed Attendance at SANDAG Transportation Committee Meeting

April 2, 2021

Jurisdiction	Name	Member/ Alternate	Attend Virtually
North County Inland	Mayor Paul McNamara	Member	No
	Mayor Judy Ritter	Alternate	Yes
South County	Councilmember Bill Sandke	Member	Yes
	Mayor Mary Salas	Alternate	No
City of San Diego	Vice Chair Raul Campillo	Member	Yes
	Councilmember Vivian Moreno	Alternate	No
County of San Diego	Chair Nora Vargas	Member	Yes
	Supervisor Terra Lawson-Remer	Alternate	No
	Supervisor Joel Anderson	Alternate	No
East County	Councilmember Jennifer Mendoza	Member	Yes
	Mayor Bill Wells	Alternate	No
North County Coastal	Councilmember David Zito	Member	Yes
	Councilmember Joe Mosca	Alternate	No
Metropolitan Transit System	Councilmember Monica Montgomery Steppe	Member	No
	Councilmember Paloma Aguirre	Alternate	No
North County Transit District	Councilmember Jewel Edson	Member	Yes
	Mayor Pro Tem Sharon Jenkins	Alternate	No
	Councilmember Corinna Contreras	Alternate	No
San Diego County Regional Airport Authority	Gil Cabrerra	Member	Yes
	Bob Lloyd	Alternate	No
Port of San Diego	Commissioner Garry Bonelli	Member	Yes
	Commissioner Sandy Naranjo	Alternate	No
Advisory Members			
Caltrans	Gustavo Dallarda	Member	Yes
	Ann Fox	Alternate	
Southern California Tribal Chairmen's Association	Erica Pinto	Member	Yes
	James Hill	Member	
Other Attendees	Matt Tucker	NCTD	
	Sharon Cooney	MTS	

April 16, 2021

Proposed FY 2021 Program Budget Amendment: Beech and Middletown Double Crossover Integration

Overview

The Centralized Train Control (CTC) project integrates information sharing capabilities with stand-alone field signaling and traction power systems. The system is used for train tracking, dispatching, security, monitoring, and control systems for the Metropolitan Transit System (MTS) Rail Operations.

Key Considerations

SANDAG has coordinated with MTS to integrate new track and signaling system modifications into the CTC system. MTS is currently constructing a new double crossover near Middletown Station and will upgrade manual switches to power operated switches at the existing double crossover near Beech Street.

This project when completed will enable MTS Operations to see track routing, signals, and trolley movements at each of the double crossover locations. The Middletown Double Crossover work is expected to be completed in August 2021. Initial Beech Street Double Crossover software development phase is expected to be completed by December 31, 2021.

Next Steps

Upon approval by the Transportation Committee, staff would establish a new Capital Improvement Program and implement modifications to the CTC system for control and monitoring of the double crossovers at Beech and Middletown.

John Haggerty, Director of Engineering and Construction

Key Staff Contact: Dinara Ussenova, (619) 699-7339, dinara.ussenova@sandag.org

Attachments:

1. Proposed FY 2021 Budget Amendment for Capital Improvement Project No. 1131800, Beech and Middletown Double Crossover Integration
2. MTS Board of Directors Fund Transfer Approval April 8, 2021

Action: Approve

The Transportation Committee is asked to approve an amendment to the FY 2021 Program Budget to:

1. create a new Capital Improvement Program (CIP) project (CIP Project No. 1131800) to establish the Beech and Middletown Double Crossover Integration project; and
2. accept \$370,000 in funding from the Metropolitan Transit System to fully fund the project.

Proposed FY 2021 Budget Amendment		
Project Number: 1131800		Corridor Director: Chip Finch
RTIP Number:		Project Manager: Dale Neuzil
Project Name: Beech and Middletown Double Crossover Integration		PM Phone Number: (619) 595-5373
Project Scope	Site Location	Progress to Date
CTC system modifications to incorporate power operated switches at the existing double crossover between Beech Street and Ash Street and a new double crossover near Middletown station.		New project.
Project Limits		Major Milestones
From Sassafras Street to Santa Fe Depot on the existing Trolley Green Line.		Draft Environmental Document N/A Final Environmental Document N/A Ready to Advertise N/A Begin Construction May-21 Open to Public Sep-21 Construction Complete Dec-21

SANDAG Expenditure Plan (\$000)

Budget Phase	Prior Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Total
Administration	\$0	\$2	\$7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	100	261	0	0	0	0	0	0	0	0	361
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$0	\$102	\$268	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370

Outside Agency Expenditure Plan (\$000)

Budget Phase	Prior Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$0	\$102	\$268	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Plan (\$000)

Funding Source	Prior Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Total
Local												
92060001 - MTS	\$0	\$102	\$268	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370
Total	\$0	\$102	\$268	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370



1255 Imperial Avenue, Suite 1000
 San Diego, CA 92101-7490
 (619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

ARINC / ROCKWELL COLLINS (ARINC) INTEGRATION OF MIDDLETOWN AND
 BEECH STREET DOUBLE CROSSOVER PROJECTS

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Addendum 17 (in substantially the same format as Attachment A), Scope of Work 100 to the Memorandum of Understanding (MOU) between the San Diego Association of Governments (SANDAG) and MTS for the ARINC Integration of the Middletown and Beech Street Double Crossover projects in the amount of \$370,000.00.

Budget Impact

The total budget for this project shall not exceed \$370,000.00. This project will be funded by MTS Capital Improvement Project (CIP) 2006101101 - Middletown Double Crossover and 2005107901 - Beech Street Double Crossover.

DISCUSSION:

MTS is currently upgrading the manual switches to power operating switches at the existing double crossover between Beech Street and Ash and installing a new double crossover near the Middletown station. These two projects introduce new signals to the track in this area and the new signals need to be connected to MTS's Centralized Train Control (CTC) system.

SANDAG has a contract with ARINC / Rockwell Collins to provide technical support, maintenance, system testing, integration, and acceptance of various new technologies in the MTS system. In order to keep the same level of support and system consistency

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San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for nine cities.

without any disruption in MTS Trolley operations, MTS staff is recommending a task order amendment between SANDAG and ARINC, under the existing contract, to provide the testing and integration of the new equipment for the Middletown and Beech Street Double Crossover projects. This will extend the CTC signaling system from Cedar Street to Santa Fe Depot using SANDAG's existing Task Order 38 with ARINC.

Therefore, staff recommends that the MTS Board authorize the CEO to execute Addendum 17, Scope of Work 100, for the ARINC Integration of the Middletown and Beech Street Double Crossover projects in the amount of \$370,000.00.

/s/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Draft Addendum 17 SOW 100

Addendum 17 Project Scope of Work

San Diego Metropolitan Transit System (MTS) File No.	G0930.17-04.100	San Diego Association of Governments (SANDAG) Reference No.	5000710 Scope of Work (SOW) 100
Capital Improvement Projects (CIP) Title:	Green Line TPSS Rehab SCADA Incorporation		
CIP No.	MTS: 2006101101 & 2005107901 SANDAG: 1146800	Project Manager:	MTS - Thang Nguyen SANDAG - Dale Neuzil
Lead Agency:	SANDAG	Operating Agency:	MTS
Estimated Start Date:	8/1/2021	Estimated Completion Date:	6/30/2022
Estimated Budget:	\$370,000	Effective Date:	8/1/2021

Intended Source of Funds:

MTS will be using Local Funding under MTS CIP No.:

- WBSE # 2006101101 Middletown Double Crossover
- WBSE # 2005107901 Beech Street Double Crossover

Describe Any Necessary Transfers of Project Funds Between the Parties:

MTS shall reimburse SANDAG via invoices for services listed herein.

Project Description:

MTS is currently upgrading the manual switches to power operated switches at the existing double crossover between Beech Street and Ash Street and realigning the mainline track south of Sassafras Street and Middletown Station, with a new double crossover near Middletown station. This will extend the CTC signaling system from Cedar Street to Santa Fe Depot.

Scope of Work to be Performed by MTS:

Flagging services by San Diego Trolley, Inc. (SDTI) personnel in the MTS right-of-way during construction-related testing. Any work which involves personnel or equipment within 15 feet of the center line of any active track must have an SDTI supplied flagperson for the duration of the work.

Provide Project Management in support of construction of this project.

Scope of Work to be Performed by SANDAG:

1. Provide project management support to MTS Project Manager for the AIM software implementation changes to reflect ongoing changes.
2. Execution and administration of contract 5000786 TO38 AM2 with vendor (ARINC).
3. Design review and approval in coordination with designated MTS staff.
4. Test plan review, testing and system acceptance in coordination with designated MTS staff.
5. Performance monitoring of new system enhancements.
6. Project documentation and control.

Any Additional Project-Specific Conditions:

1. MTS agrees to reimburse SANDAG for the full and actual cost for administration, materials and system enhancements costs provided herein within 15 days of receipt of invoice.
2. The SANDAG cost estimate is included as Attachment 1. In the event that SANDAG notifies MTS that the amount will be exceeded, MTS will meet with SANDAG to discuss the need for additional hours. In no event shall SANDAG have the responsibility to move forward until the parties are able to identify sufficient funding for hours associated with the tasks.

APPROVED BY:
SANDAG

METROPOLITAN TRANSIT SYSTEM

John Haggerty
Date
Director of Mobility Management and
Project Implementation

Sharon Cooney
Date
Chief Executive Officer

April 16, 2021

Federal Transit Administration Section 5311 Program of Projects

Overview

The Federal Transit Administration (FTA) provides funding for capital and operating assistance to agencies providing transportation services in rural areas through the Section 5311 Non-Urbanized Area Formula Program. On March 22, 2021, Caltrans published the estimated apportionments for the Federal Fiscal Year (FFY) 2021 and Coronavirus Relief and Response Supplemental Appropriations Act (CRRSAA) Section 5311 Program and requested a call for projects. For the San Diego area, this program is divided between the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) by a formula based on the rural population served by each agency.

Key Considerations

FTA Section 5311 funds are initially apportioned to the state. The state, in turn, reapportions the funds to the regions based solely on the regional rural population as a share of the total state rural population. Consistent with an agreement with the transit agencies approved in FY 2007, the Board of Directors allocates these federal funds based on service area rural population: 59% to NCTD and 41% to MTS. The applications from the transit agencies, as well as the SANDAG-approved Section 5311 Program of Projects, are due to the state by April 30, 2021.

Based on the Caltrans estimate, there is \$2,988,108 available for San Diego County for FFY 2021 (\$820,064 through annual apportionment and \$2,168,044 through CRRSAA). Of this amount NCTD would receive \$1,762,984 (59%) and MTS would receive \$1,225,124 (41%). Both NCTD and MTS plan to use the available funding for operations.

The projects also must be included in an approved Regional Transportation Improvement Program (RTIP). Projects from both agencies are scheduled to be included in Amendment No. 1, to the 2021 RTIP, scheduled for approval by the Board at its April 23, 2021, meeting.

Next Steps

Upon recommendation by the Transportation Committee, this item will be presented to the Board for approval. MTS and NCTD will then submit their FFY 2021 FTA Section 5311 applications prior to receiving the funds.

Andre Douzajian, Chief Financial Officer

Key Staff Contact: Michelle Smith, (619) 595-5608, michelle.smith@sandag.org

Action: **Recommend**

The Transportation Committee is asked to recommend that the Board of Directors approve the Federal Fiscal Year 2021 and Coronavirus Relief and Response Supplemental Appropriations Act apportionments of Federal Transit Administration Section 5311 Non-Urbanized Area Formula Program funds for the San Diego region.

Fiscal Impact:

Caltrans estimates \$2,988,108 of Federal Transit Administration Section 5311 funds are available for the San Diego region.

Schedule/Scope Impact:

None.

April 16, 2021

FY 2022 Transit Capital Improvement Program

Overview

The regional Transit Capital Improvement Program (CIP) is a rolling five-year plan, which outlines current transit needs and planned investments in transit capital, rehabilitation, and replacement projects. The program is updated annually and is designed to meet ongoing transit operational and infrastructure needs in a responsive and efficient manner.

As the Metropolitan Planning Organization (MPO) for the San Diego region, the San Diego Association of Governments (SANDAG) is the designated recipient for the Federal Transit Administration (FTA) formula funds and is responsible for approving the grant applications for the San Diego region and programming the FTA funds in the Regional Transportation Improvement Program (RTIP).

Key Considerations

Three FTA formula programs: Section 5307 Urbanized Area Formula Program, Section 5337 State of Good Repair Program, and Section 5339 Bus and Bus Facilities Program are the primary source of funding for the transit agency CIPs and generally provide 80% of the cost of eligible activities (Attachment 1). Additional state and local funding sources supplement the FTA programs. The combined funding for the regional CIP is \$244.3 million for FY 2022 and \$1.1 billion for the five-year program from FY 2022 to FY 2026. The individual transit agency CIP summaries are in Attachment 2.

After allocating funds to SANDAG for the cost of the vanpool program, the balance of the Section 5307 funds are allocated to the operators on a 70%/30% basis, with the more populous Metropolitan Transit System (MTS) area receiving 70% and the 30% share going to North County Transit District (NCTD).¹ The same 70/30 formula is used to allocate the Sections 5337 and 5339 funds between MTS and NCTD. Funding assumptions used for development of the FY 2022 Transit CIP are based on Federal Fiscal Year (FFY) 2021 apportionments and some carryover of the FFY 2020 apportionments. The estimate for FTA formula programs conservatively remains flat for the four final years of the estimate, FFY 2022 through FFY 2025, which are outside of the Fixing America's Surface Transportation Act. The *TransNet* funding estimate for the FY 2022 CIP reflects the revenue estimates approved by the SANDAG Board of Directors at its February 26, 2021, meeting.

Action: **Recommend**

The Transportation Committee is asked to recommend that the Board of Directors:

1. approve the submittal of Federal Transit Administration grant applications for the San Diego region; and
2. adopt Regional Transportation Commission Resolution No. RTC-2021-06, approving Amendment No. 1 to the 2021 Regional Transportation Improvement Program.

Fiscal Impact:

Pending approval by the Board of Directors the Transit Capital Improvement Programs will provide approximately \$244.3 million for capital projects, preventive maintenance, American with Disabilities Act, and planning activities in FY 2022.

Amendment No. 1 reflects an increase of approximately \$506.6 million to the 2021 Regional Transportation Improvement Program.

Schedule/Scope Impact:

Federal Transit Administration grant applications would be executed in summer 2021.

¹ This methodology was approved by the SANDAG Board of Directors at its February 23, 2007, meeting.

MTS and NCTD reviewed and prioritized capital project submittals to ensure that operationally critical projects were funded. The NCTD Board of Directors approved its CIP on January 21, 2021, and the MTS Board of Directors approved its CIP on April 8, 2021. The FY 2022 Transit Capital Program Fiscally Constrained CIPs can be seen in Attachment 3.

Regional Transportation Improvement Program

As the MPO for the San Diego region, SANDAG is the designated recipient for FTA formula funds and is responsible for programming the FTA funds in the RTIP. The RTIP is the multiyear funding program for major transportation projects in the San Diego region. Projects included in the CIP, and subsequently in the FTA grant application, also must be programmed in the RTIP.

Major changes in funding are highlighted in Attachment 5 while the proposed amendments are included in Attachment 6. The *TransNet* Independent Taxpayer Oversight Committee reviewed Amendment No. 1 to the 2021 RTIP at its April 14, 2021, meeting, focusing its review on the *TransNet*-funded projects within this amendment. Any comments received will be presented to the Transportation Committee.

Tables 3a through 3c (Attachment 7) provide updated program financial summaries, including a comparison from the adoption of the 2021 RTIP. Changes are highlighted in yellow. Each transit agency made allowable changes during the public comment period which are detailed in Attachment 8. Finally, it has been determined that the 2021 RTIP would remain in compliance with federal regulations upon approval of Amendment No. 1 (Attachment 9).

Next Steps

Pending approval by the SANDAG Board of Directors, SANDAG, MTS, and NCTD will submit the FTA grant applications for the San Diego region and the 2021 RTIP Amendment No. 1 will be transmitted to Caltrans for review and approval and then forwarded to the Federal Highway Administration and FTA. Upon the approval of both federal agencies, the amendment will be incorporated into the 2021 Federal Statewide Transportation Improvement Program.

André Douzdjian, Director of Finance

Key Staff Contacts: Kimberly Monasi, (619) 699-6902, kimberly.monasi@sandag.org
Richard Radcliffe, (619) 595-5649, richard.radcliffe@sandag.org

Attachments:

1. FTA Formula Programs
2. Proposed Transit Capital Improvement Program Summaries for FY 2022 to FY 2026
3. Proposed FY 2022 Transit Capital Improvement Program – Fiscally Constrained
4. Draft RTC Resolution No. RTC-2021-06: Approving Amendment No. 1 to the 2021 Regional Transportation Improvement Program
5. Table 1 – Summary of Changes Report – Amendment No. 1
6. Table 2 – 2021 Regional Transportation Improvement Program – Amendment No. 1
7. Tables 3a-3c - Fiscal Constraint Analysis for Amendment No. 1 to the 2021 RTIP
8. Table 4 – Changes during the Public Comment Period
9. Federal Requirements Analysis for RTIP Amendment No. 1

Federal Transit Administration Formula Grant Programs

Section 5307

Section 5307 Urbanized Area Program provides funding for transit capital and operating assistance in urbanized areas and for transportation-related planning. 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 such as replacement of buses; overhaul and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities; and 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 American with Disabilities Act complementary paratransit service, while recorded as operating expenditures, are considered capital costs for purposes of eligibility. The Federal Transit Administration defines preventive maintenance as all maintenance costs related to vehicles and non-vehicles. Specifically, it is all the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost-effective manner, up to and including the current state-of-the-art for maintaining such an asset.

Section 5337

This State of Good Repair program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity, fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, State of Good Repair grants are eligible for developing and implementing Transit Asset Management plans. This program reflects a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. Eligible activities include projects that maintain, rehabilitate, and replace capital assets as well as projects that implement transit asset management plans. The Fixing America's Surface Transportation (FAST) Act clarifies that high-intensity motorbus tier funds can only be used for vehicle state of good repair costs and not for roadway state of good repair costs.

Section 5339

The FAST Act provides both formula and discretionary programs for this section as developed under the Moving Ahead for Progress in the 21st Century Act. The Bus and Bus Facilities program makes federal funding available for the purpose of financing capital bus and bus-related projects, which will support the continuation and expansion of public transportation services in the United States. There is also a sub-program that provides competitive grants for bus and bus facility projects that support low- and zero-emissions vehicles. The purpose of both formula and competitive programs is to provide capital funding to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities.

**METROPOLITAN TRANSIT SYSTEM
TRANSIT CAPITAL PROGRAM SUMMARY
FY 2022 to FY 2026
In \$000's**

	FY 22	FY 23	FY 24	FY 25	FY 26	Five Year Total
Federal Formula Program 5307	46,781,397	46,781,397	46,781,397	46,781,397	46,781,397	233,906,985
Federal Formula Program 5307 Carryover	1,567	0	0	0	0	1,567
Federal Formula Program 5337	28,317,866	28,317,866	28,317,866	28,317,866	28,317,866	141,589,329
Federal Formula Program 5337 Carryover	0	0	0	0	0	0
Federal Formula Program 5339	4,317,716	4,317,716	4,317,716	4,317,716	4,317,716	21,588,581
Transportation Development Act (TDA)	33,086,515	33,830,468	34,580,468	35,330,468	38,380,468	175,208,387
State Transit Assistance (STA)	11,833,090	11,833,090	11,833,090	11,833,090	11,833,090	59,165,450
SB1 - State of Good Repair (SGR)	4,955,508	4,700,000	4,700,000	4,700,000	4,700,000	23,755,508
Cap and Trade: Low Carbon Transit Operations Program (LCTOP) FY19-20	5,126,370	7,096,521	6,200,000	6,200,000	6,200,000	30,822,891
Cap and Trade: Transit and Intercity Rail Capital Program (TIRCP) - FY18 Award	16,019,600	2,635,200	0	0	0	18,654,800
Cap and Trade: Transit and Intercity Rail Capital Program (TIRCP) - FY20 Award	4,250,000	2,950,000	0	0	0	7,200,000
Pending Transfer - Prior Year Transportation Funds	11,230,056	0	0	0	0	11,230,056
Pending Transfer - Federal Formula Program 5339	546,852	0	0	0	0	546,852
MTS Carryover	2,600,000	0	0	0	0	2,600,000
Compressed Natural Gas (CNG) Rebate	8,427,688	4,200,000	0	0	0	12,627,688
Regional Surface Transportation Program (RSTP) - SANDAG	10,000,000	12,000,000	25,000,000	5,000,000	0	52,000,000
<i>TransNet</i> - Superloop/Rapid Bus - SANDAG	0	7,300,000	0	0	38,298,000	45,598,000
San Ysidro Intermodal Transportation Center (ITC) - AD&AE Land Sale	1,650,000	330,800	0	0	0	1,980,800
Total Federal Funding (including local match)	189,144,225	166,293,058	161,730,537	142,480,537	178,828,537	838,476,894
Less: Preventive Maintenance /ADA/Planning	62,806,071	63,808,469	64,808,469	65,808,469	66,808,469	324,039,947
Less: SANDAG Planning	851,828	868,865	868,865	868,865	868,865	4,327,288
Total Funding Available For Capital Projects	125,486,326	101,615,724	96,053,203	75,803,203	111,151,203	510,109,659

**NORTH COUNTY TRANSIT DISTRICT
TRANSIT CAPITAL PROGRAM SUMMARY
FY 2022 to FY 2026
In \$000's**

	FY 22	FY 23	FY 24	FY 25	FY 26	Five Year Total
Federal Formula Program 5307	20,049,170	20,049,170	20,049,170	20,049,170	20,049,170	100,245,850
Federal Formula Program 5307 Carryover	672	0	0	0	0	672
Federal Formula Program 5337	12,136,228	12,136,228	12,136,228	12,136,228	12,136,228	60,681,140
Federal Formula Program 5337 - High Intensity Motorbus	4,833	4,833	4,833	4,833	4,833	24,165
Federal Formula Program 5337 Carryover	1,393,987	0	0	0	0	1,393,987
Federal Formula Program 5339	1,850,450	1,850,450	1,850,450	1,850,450	1,850,450	9,252,250
State Transit Assistance (STA)	4,263,515	1,774,852	749,994	515,121	548,438	7,851,920
State Cap and Trade: Low Carbon Transit Operations Program (LCTOP)	2,000,000	2,200,000	2,200,000	2,200,000	2,200,000	10,800,000
State Rail Assistance (SRA)	3,800,000	3,800,000	3,800,000	3,900,000	3,900,000	19,200,000
LOSSAN	2,904,652	2,904,652	2,904,652	2,904,652	2,904,652	14,523,260
Federal CMAQ	0	12,600,000	0	0	0	12,600,000
TransNet Major Corridor (COASTER Expansion)	2,200,000	8,200,000	13,100,000	0	0	23,500,000
Discretionary Grants (TBD)	4,575,000	9,221,550	0	7,900,000	0	21,696,550
Total Federal Funding (including local match)	\$55,178,507	\$74,741,735	\$56,795,327	\$51,460,454	\$43,593,771	\$281,769,794
Less: Preventive Maintenance /ADA/Planning	11,695,829	25,741,272	19,104,704	23,316,198	31,446,931	111,304,934
Total Funding Available For Capital Projects	\$43,482,678	\$49,000,463	\$37,690,623	\$28,144,256	\$12,146,840	\$170,464,860

**METROPOLITAN TRANSIT SYSTEM
FY 2022 TRANSIT CAPITAL PROGRAM
FISCALLY CONSTRAINED
In \$000's**

Implementing Agency	PROJECT	FY 22	FY 23	FY 24	FY 25	FY 26
1	MTS SD100 Replacement	28,500,000	30,500,000	43,431,000	5,000,000	0
2	MTS Bus Procurement	25,284,000	29,429,000	39,235,000	35,273,000	75,904,000
3	MTS Iris Rapid - Zero Emissions Bus (ZEB) Bus Procurement	15,616,000	0	0	0	0
4	MTS El Cajon Bus Maintenance Facility - Expansion lot	8,000,000	0	0	0	0
5	MTS Iris Rapid - Charging Infrastructure at South Bay Maintenance Facility	6,600,000	0	0	0	0
6	MTS Iris Rapid - Route & Stations Infrastructure	5,531,788	0	0	0	0
7	MTS Green Line Imperial Avenue Main Terminal (IMT) Double Tracking	5,170,000	0	0	0	0
8	MTS El Cajon Transit Center Third Track	5,000,000	0	0	0	0
9	MTS Fare System Upgrades	3,300,000	0	0	0	0
10	MTS Miscellaneous Capital	2,702,538	0	0	0	0
11	MTS Hastus Upgrade	1,800,000	0	0	0	0
12	SANDAG Green Line Catenary Project	1,785,000	0	0	0	0
13	MTS On-Track Equipment Replacement	1,590,000	0	0	0	0
14	SANDAG San Ysidro Transit Center Planning & Design	1,250,000	1,550,000	800,000	15,000,000	15,000,000
15	MTS Grade Crossing Replacement	1,245,000	3,751,348	1,835,005	0	0
16	MTS Mini Bus Procurement	1,100,000	0	0	0	0
17	MTS Rail Replacement - America Plaza & Kettner - Construction	1,100,000	0	0	0	0
18	MTS Kearny Mesa Division (KMD) Shop Hoists Construction	1,000,000	0	0	0	0
19	SANDAG Beyer Blvd Track and Slope	1,000,000	0	0	0	0
20	MTS KMD Concrete Lot	675,000	0	0	0	0
21	MTS Imperial Avenue Division (IAD) Overhead ZEB Charging Master Planning	500,000	0	0	0	0
22	MTS 12KV Service Disconnect at Friars and Napa	425,000	0	0	0	0
23	MTS San Diego State University Uninterruptable Power Supply & Inverters Replacement	425,000	0	0	0	0
24	MTS Iris Rapid Transit Center Island Modification	410,000	0	0	0	0
25	MTS Americans with Disabilities Act (ADA) Bus Stop	400,000	0	0	0	0
26	MTS San Ysidro Retail Kiosks Refresh	400,000	0	0	0	0
27	MTS Network Equipment Refresh	390,000	0	0	0	0
28	MTS Light Rail Vehicle Router Upgrade	380,000	0	0	0	0
29	MTS IAD Revenue and Maintenance Building Heating, Ventilation, and Air Conditioning (HVAC) Replacement	350,000	0	0	0	0
30	MTS Building C Door Replacement	325,000	0	0	0	0
31	MTS Copier Replacement	284,000	0	0	0	0
32	MTS Data Storage Replacement	282,000	0	0	0	0
33	MTS Server Replacement	273,000	0	0	0	0
34	MTS New Elevator at Fashion Valley	250,000	0	0	0	0
35	MTS IAD Roof Fall Protection Safety Improvements	245,000	0	0	0	0
36	MTS Document Management System	230,000	0	0	0	0
37	MTS ZEB Pilot Program	225,000	0	0	0	0
38	MTS Station Cleaning Equipment	210,000	0	0	0	0
39	MTS Beech St Double Crossover	200,000	0	0	0	0
40	MTS Las Chollas Creek Bridge - Design	200,000	0	0	0	0
41	MTS Closed Circuit Television Installation and Upgrade	150,000	0	0	0	0
42	MTS Radio Infrastructure	128,000	0	0	0	0
43	MTS HVAC Improvements	125,000	0	0	0	0
44	MTS Miscellaneous Shop Equipment Replacement - IAD & KMD	110,000	0	0	0	0
45	MTS Trolley Right of Way Lidar Imagery Refresh	105,000	0	0	0	0
46	MTS Interlocking E26 Signal for El Cajon 3rd Track - Design	100,000	0	0	0	0
47	MTS Signal Replacement	65,000	0	0	0	0
48	MTS Copley Park Division Mobile Column Lift Replacement - 2 of 3	50,000	0	0	0	0
49	SANDAG New Transit Facility	0	34,926,400	10,752,198	20,530,203	20,247,203
50	MTS Replace Wheel Truing Machine Building A	0	1,458,976	0	0	0
FIVE YEAR CIP - CONSTRAINED		125,486,326	101,615,724	96,053,203	75,803,203	111,151,203

**NORTH COUNTY TRANSIT DISTRICT
FY 2022 TRANSIT CAPITAL PROGRAM
FISCALLY CONSTRAINED
In \$000's**

Implementing Agency	PROJECT	FY 22	FY 23	FY 24	FY 25	FY 26
1	NCTD Safety Ladders	43,000	0	0	0	0
2	NCTD San Onofre House Track - No.10 Turnout Replacement	265,000	0	0	0	0
3	NCTD Control Point (CP) Ash - No.10 Turnout Replacement	0	512,500	1,162,500	0	0
4	NCTD Fire Detection Alarm Systems			885,000	0	0
5	NCTD Security System Improvements	75,000	220,000	550,000	0	0
6	NCTD Rehabilitate Old Town and Santa Fe Shelters and Benches	0	0	0	150,000	0
7	NCTD Sprinter Central Emergency Lighting Inverter Replacement	0	135,000	0	0	0
8	NCTD Solar Panel - Repair, Replace, New	0	0	0	490,000	0
9	NCTD Solana Beach Glass Canopies	0	0	140,000	0	0
10	NCTD Concrete and Asphalt Concrete Pavement Repairs Program	200,000	500,000	500,000	0	0
11	NCTD Hyperconverged Infrastructure	145,000	0	0	0	0
12	NCTD Passenger Info System for Wayfinding	360,000	0	0	0	0
13	NCTD BREEZE Shop Forklift East	51,292	0	0	0	0
14	NCTD FY22 IT Equipment Upgrades	56,500	0	0	0	0
15	NCTD GAO 3PAR Replacement	0	150,000	0	0	0
16	NCTD Identification (ID) Badge Printer Upgrade FY22	45,000	0	0	0	0
17	NCTD Network Upgrades FY22	260,000	0	0	0	0
18	NCTD New Fiber Loop Equipment	24,000	0	0	0	0
19	NCTD Server Upgrades FY22	54,000	0	0	0	0
20	NCTD Software Upgrades FY22	33,000	0	0	0	0
21	NCTD Storage Upgrades FY22	21,000	0	0	0	0
22	NCTD Voice Print Replacement FY22	135,000	0	0	0	0
23	NCTD FY22 BREEZE Engines & Transmission	587,260	0	0	0	0
24	NCTD 17 BREEZE ZEB Hydrogen Fuel Cell	2,000,000	2,200,000	2,200,000	10,100,000	2,200,000
25	NCTD FY25 BREEZE Engines & Transmission	0	0	0	587,260	0
26	NCTD FY23 BREEZE Engines & Transmission	0	587,260	0	0	0
27	NCTD FY24 BREEZE Engines & Transmission	0	0	587,260	0	0
28	NCTD FY26 BREEZE Engines & Transmission	0	0	0	0	587,260
29	NCTD SPRINTER Spare HVAC units (Mobilization)	1,276,354	0	0	0	0
30	NCTD SPRINTER Spare Power Pack (Mobilization)	899,655	0	0	0	0
31	NCTD Maintenance of Way Caterpillar 966 Front End Loader	0	405,000	0	0	0
32	NCTD Enterprise Asset Management System	900,000	2,318,400	0	0	0
33	NCTD Right of Way (ROW) Storm Drain Vulnerability	500,000	500,000	500,000		
34	NCTD Oceanside Platform 3 Walkway	80,000	0	0	0	0
35	NCTD Hale Avenue and Mar Vista Crossing	510,000	0	0	0	0
36	NCTD COASTER New Bi-level Cars	0	0	0	1,327,001	3,900,000
37	NCTD Escondido Transit Center Colonnades Repair	0	0	0	0	300,000
38	NCTD Heating, Ventilation, and Air Conditioning (HVAC) Replacement - Various	368,113	181,887	165,000	165,000	165,000
39	NCTD Landscape Improvements Various	40,000	0	0	0	0
40	NCTD Platform Gate Improvements	500,000	0	0	0	0
41	NCTD Plumbing Fixtures - Various	0	0	192,711	92,643	0
42	NCTD Sprinter Operations Facility (SOF) Stormwater Improvements	160,000	0	0	0	0
43	NCTD Solana Fall Arrest Anchors	100,000	330,000	0	0	0
44	NCTD SPRINTER 15-Minute Headways	335,000	165,000	0	0	0
45	SANDAG Trade Corridor Enhancement Program (TCEP) Del Mar Bluffs 5	0	1,000,000	5,200,000	2,400,000	400,000
46	SANDAG TCEP San Dieguito Double-Track Phase 1	5,500,000	12,800,000	6,736,000	6,264,000	0
47	NCTD COASTER Bi-Level Overhaul	1,974,004	2,032,774	0	0	0
48	NCTD SPRINTER HVAC Overhaul	1,096,984	825,237	0	0	0
49	NCTD SPRINTER Gearboxes FY22	240,455	0	0	0	0
50	NCTD SPRINTER Truck FY22 and FY23	805,707	606,030	0	0	0
51	NCTD Payroll Human Resources Information System (HRIS) Software	400,000	62,000	0	0	0
52	NCTD Flooring Improvements Various Locations	0	0	100,000	200,000	0
53	NCTD Oceanside Transit Center Towers	90,000	0	0	0	0
54	NCTD Service Vehicles Replacement	957,803	0	0	0	1,044,629
55	NCTD Windows at Breeze Operations East	20,000	0	0	0	0
56	NCTD COASTER Bombardier MOW Capital	500,000	0	0	0	0
57	NCTD Rail Fuel Management System	265,000	0	0	0	0
58	NCTD Bridge 207.6 Project Study Report (PSR) and Pre-Design	50,000	0	0	0	0
59	NCTD Bridge 207.8 PSR and Pre-Design	50,000	0	0	0	0
60	NCTD Bridge 209.9 PSR and Pre-Design	50,000	0	0	0	0
61	NCTD Bridge 254.7 PSR and Pre Design	50,000	0	0	0	0
62	NCTD Bridge 255.1 PSR and Pre-Design	50,000	0	0	0	0
63	NCTD Bridge 255.3 PSR and Pre-Design	50,000	0	0	0	0
64	NCTD Rail Contract Mobilization	0	0	500,000	0	0
65	NCTD Wayside Power Additional Cabinets	181,500	907,500	0	0	0
66	NCTD Diesel Exhaust Fluid System	110,000	40,000	130,000	0	0
67	NCTD Oil Suction System and Tanks	80,000	0	0	0	0
68	NCTD Genie Lifts	70,000	0	0	0	0
69	NCTD New Fareboxes	1,893,052	290,457	0	0	0
70	NCTD Elevator Repairs at West Division and California State University San Marcos (CSUSM)	0	0	0	434,101	275,899
71	NCTD Electric Panel Upgrades at Multiple Facilities	0	0	0	412,600	234,400
72	NCTD Full Upgrade of Call Manager	0	168,000	0	0	0
73	NCTD Gas Detection System Refurbishment - East Division and SOF	250,000	750,000	0	0	0
74	NCTD Fare Revenue System	1,300,000	0	0	0	0
75	NCTD Windows Server Licenses	0	0	0	44,000	0
76	NCTD General Administration Office (GAO) Boardroom Technology Upgrades	50,000	0	0	0	0
77	NCTD Wireless Network Implementation	215,000	0	0	0	0
78	NCTD Breeze Operations West (BOW) Roof Improvements	110,000	222,000	0	0	0
79	NCTD Five Diesel Underground Storage Tanks Removal	85,000	0	0	0	0
80	NCTD Breeze Operations East (BOE) Design-Build-Operate-Maintain (DBOM) Compressed Natural Gas (CNG) Capital Improvements	1,625,000	0	0	0	0
81	NCTD BOW DBOM H2 Fueling Station	4,575,000	0	0	0	0
82	NCTD P2000 Replacement	120,000	0	0	0	0
83	NCTD 8 BREEZE Zero Emissions Bus (ZEB) Hydrogen Fuel Cell	117,460	9,221,550	0	0	0
84	NCTD Paging System for Rail	0	121,000	0	0	0
85	NCTD COASTER SANDAG Expansion Equipment	2,200,000	8,200,000	13,100,000	0	0
86	NCTD COASTER Automatic Passenger Counter (APC) Systems	300,000	0	0	0	0
87	NCTD COASTER (2) Siemens Locomotives FY23	1,825,996	1,767,226	3,800,000	2,572,999	0
88	SANDAG Bridge 257.2 Replacement	0	437,575	1,242,152	2,904,652	2,904,652
89	NCTD ROW Fencing	1,185,452	0	0	0	0
90	NCTD Signal Control Replacement	1,739,652	719,577	0	0	0
91	NCTD SPRINTER Wheel Replacement	0	624,491	0	0	0
92	NCTD SOF - COF Roof Improvements	880,000	0	0	0	0
93	NCTD SPRINTER Pre-Fabricated Building	275,000	0	0	0	0
94	NCTD SPRINTER Carbody Brake FY22	1,065,439	0	0	0	0
95	NCTD Vitagold Yard Rehabilitation	1,055,000	0	0	0	0
96	NCTD SPRINTER Computer Interface Cabinet (CIC) Upgrades	0	0	0	0	135,000
FIVE YEAR CIP - CONSTRAINED		43,482,678	49,000,463	37,690,623	28,144,256	12,146,840



401 B Street, Suite 800
San Diego, CA 92101
Phone (619) 699-1900
Fax (619) 699-1905
sandag.org

Regional Transportation Commission
Resolution No. 2021-06

Approving Amendment No. 1 to the 2021 Regional Transportation Improvement Program

WHEREAS, on February 26, 2021, the San Diego Association of Governments (SANDAG) adopted the 2021 Regional Transportation Improvement Program (RTIP) and found the 2021 RTIP in conformance with the applicable State Implementation Plans (SIPs), and with the 2016 Regional Air Quality Strategy (RAQS), in accordance with California law; and

WHEREAS, on April 16, 2021, the U.S. Department of Transportation (U.S. DOT) determined the 2021 RTIP and San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP) in conformance to the applicable SIPs in accordance with the provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93; and

WHEREAS, on October 25, 2019, the Board of Directors adopted the air quality conformity determination, finding that the Revenue Constrained Plan is in conformance with the SIP for air quality, and adopted the 2019 Federal RTP and its supporting analyses; and

WHEREAS, this amendment is consistent with the 2019 Federal RTP, which conforms to the applicable SIP and to the emissions budgets from the 2008 Eight-Hour Ozone Attainment Plan for San Diego County, which were found adequate for transportation conformity purposes by the U.S. Environmental Protection Agency in December 2017; and

WHEREAS, the San Diego Metropolitan Transit System, North County Transit District, and SANDAG have requested various changes to existing projects for inclusion into the 2021 RTIP, as shown in Table 2; and

WHEREAS, this amendment is consistent with the 2019 Federal RTP, which conforms to the 2015 ozone national ambient air quality standards using the budget test procedure to demonstrate conformity (i.e., using emissions budgets for the 2008 ozone standard); and

WHEREAS, this amendment is consistent with the regional emissions analysis for the 2019 Federal RTP and 2021 RTIP, as amended, which demonstrates conformity to both the 2008 Eight-Hour Ozone and 2015 Eight-Hour Ozone standards; and

WHEREAS, the regionally significant, capacity increasing projects have been incorporated into the quantitative air quality emissions analysis and conformity findings conducted for the 2019 Federal RTP and the 2021 RTIP, as amended; and

WHEREAS, Amendment No. 1 to the 2021 RTIP continues to provide for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality, and a quantitative emissions analysis demonstrates that the implementation of the RTIP projects and programs meet all federally required emissions budget targets; and

WHEREAS, projects in Amendment No. 1 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450, including the performance-based planning requirements; and are expected to support the achievement of approved targets; and

WHEREAS, all other projects in Amendment No. 1 are either non-capacity increasing or exempt from the requirements to determine conformity; and

WHEREAS, the projects in 2021 RTIP Amendment No. 1 are fiscally constrained; and

WHEREAS, the projects in 2021 RTIP Amendment No. 1 are consistent with the Public Participation Policy adopted by the Board of Directors; NOW THEREFORE

BE IT RESOLVED that the Board of Directors, ALSO ACTING AS THE SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION, does hereby approve Amendment No. 1 to the 2021 RTIP; and

BE IT FURTHER RESOLVED, that SANDAG finds the 2021 RTIP, including Amendment No. 1, is consistent with the 2019 Federal RTP, is in conformance with the applicable SIPs, and with the 2016 RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 23rd of April 2021.

Ayes

Noes

Absent

**Chair of the Board of Directors
of the San Diego County Regional
Transportation Commission**

[Seal]

Attest

**Secretary of the Board of Directors of the
San Diego County Regional Transportation
Commission**

Table 1 - Summary of Changes Report (\$000)
2021 RTIP Amendment No. 1

LEGEND:
↑ Increase
↓ Reduce
↔ Revise

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
NCTD02	North County Transit District	Preventive Maintenance	\$119,883	\$139,132	\$19,249	16%	↑ FTA 5307, ↓ FTA5311, + SB1-SGR, ↓ TDA
NCTD03	North County Transit District	ADA Paratransit Services	\$55,807	\$64,306	\$8,499	15%	↑ <i>TransNet</i> -ADA, ↓ TDA
NCTD05	North County Transit District	Bus Revenue Vehicle Purchases & Related Equipment	\$134,350	\$130,707	-\$3,643	-3%	↓ FTA 5307, ↓ FTA 5339, ↑ LCTOP, ↑ Local Funds, ↓ STA, ↓ SB1-SGR
NCTD06	North County Transit District	Bus/Rail Support Equipment & Facilities	\$50,784	\$78,609	\$27,825	55%	↑ FTA 5307, ↑ FTA 5337, ↑ FTA 5339, + SB1-TIRCP, ↑ STA, ↑ Local Funds
NCTD16B	North County Transit District	Oceanside to Escondido Rail-SPRINTER Debt Service	\$6,800	\$9,300	\$2,500	37%	↑ <i>TransNet</i> -TSI
NCTD18	North County Transit District	Rail-Right-of-Way State of Good Repair & Improvements	\$16,429	\$46,485	\$30,056	183%	↑ FTA 5307, ↑ FTA 5337, ↓ SB1-TIRCP, ↑ STA
NCTD20	North County Transit District	Rail Vehicles & Related Equipment	\$25,209	\$26,758	\$1,549	6%	↑ SB1-SRA Commuter, ↑ STA, ↓ FTA 5307, ↓ FTA 5337
NCTD34	North County Transit District	Transit Service Operating Support	\$215,532	\$268,375	\$52,843	25%	↑ <i>TransNet</i> -TSI, ↑ FTA 5311, ↓ STA, ↑ TDA
SAN36	San Diego Association of Governments	Bus/Rail Signal & Communications Equipment	\$20,858	\$22,643	\$1,785	9%	↑ FTA 5307, ↑ TDA
SAN40	San Diego Association of Governments	Metropolitan Planning	\$66,022	\$78,354	\$12,332	19%	↑ <i>TransNet</i> -BPNS, ↑ <i>TransNet</i> -SGIP, ↓ <i>TransNet</i> -SS, ↑ FTA 5307, ↑ Local Funds
MTS23A	San Diego Metropolitan Transit System	Transit Service Operations	\$19,965	\$48,991	\$29,025	145%	↑ FTA 5307, ↑ FTA5311, + Local Funds, ↑ TDA
MTS28	San Diego Metropolitan Transit System	Bus & Rail Rolling Stock purchases and Rehabilitations	\$123,765	\$267,225	\$143,458	116%	+ <i>TransNet</i> -TSI, ↑ FTA 5307, ↑ FTA 5339, ↑ STA, ↑ LCTOP, ↑ SB1-SGR, + SB1-TIRCP, + Local Funds, ↑ TDA; increase in funding will be used to procure and replace buses, and will go towards replacing LRV fleet
MTS29	San Diego Metropolitan Transit System	Bus and Fixed Guideways Station Stops and Terminals	\$120,535	\$100,523	-\$20,012	-17%	↓ STA, ↑ Local Funds, ↓ TDA
MTS30	San Diego Metropolitan Transit System	Bus/Rail Support Facilities and Equipment	\$51,750	\$108,949	\$57,199	111%	↓ LCTOP, ↑ STA, ↑ TDA, ↑ Local Funds

Table 1 - Summary of Changes Report (\$000)
2021 RTIP Amendment No. 1

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
MTS31	San Diego Metropolitan Transit System	Rail Electrification and Power	\$13,163	\$9,163	-\$4,000	-30%	↓ TDA
MTS32A	San Diego Metropolitan Transit System	Preventive Maintenance	\$403,078	\$523,614	\$120,536	30%	↓ <i>TransNet</i> -TSI, ↑ FTA 5307, ↑ FTA 5337; increase in funding will be used for preventive maintenance of equipment, rolling stock, and bus and rail system facilities
MTS33A	San Diego Metropolitan Transit System	Senior Disabled Program	\$12,556	\$12,384	-\$172	-1%	↓ <i>TransNet</i> -ADA
MTS34	San Diego Metropolitan Transit System	Bus Signal and Communications Equipment	\$58,246	\$57,626	-\$620	-1%	↑ STA, ↓ TDA
MTS35	San Diego Metropolitan Transit System	Fixed Guideway Transitways/Lines	\$69,113	\$70,572	\$1,459	2%	↑ STA

Abbreviation

FTA 5307
 FTA 5337
 FTA 5339
 LCTOP
 Local Funds
 SB1 - SRA
 SB1 - SGR
 SB1 - TIRCP
 STA
 TDA
TransNet - ADA
TransNet - BPNS
TransNet - SGIP
TransNet - SS
TransNet - TSI

Fund Type

Federal Transit Administration Urbanized Area Formula Program
 Federal Transit Administration State of Good Repair Grant Program
 Federal Transit Administration Bus and Bus Facilities Grant Program
 State Low Carbon Transit Operations Program
 Funds available from other sources such as developer fees, fare revenue or general fund
 Senate Bill 1 - State Rail Assistance Commuter Rail
 Senate Bill 1 - State Transit Assistance State of Good Repair
 Senate Bill 1 - Transit and Intercity Rail Capital Program
 State Transit Assistance
 Transportation Development Act
 Prop A Extension - Americans with Disabilities Act
 Prop A Extension - Bicycle, Pedestrian and Neighborhood Safety Program
 Prop A Extension - Smart Growth Incentive Program
 Prop A Extension - Senior Services
 Prop A Extension - Transit System Improvements

Table 2
2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)

North County Transit District

MPO ID: NCTD02								RTIP #:21-01			
Project Title:			Preventive Maintenance								
Project Description:			NCTD service area - This project funds preventive maintenance for the District bus fixed route, paratransit, rail, facilities, maintenance of way and signals.								
Change Reason:			Increase funding								
Capacity Status:			NCI		Exempt Category:		Mass Transit - Transit operating assistance				
Est Total Cost: \$139,132											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$85,082		\$8,940	\$17,589	\$18,900	\$19,839	\$19,814		\$85,082		
FTA 5337	\$26,223		\$2,756	\$8,152	\$205	\$3,477	\$11,633		\$26,223		
SB1 - SGR	\$7,120			\$1,780	\$1,780	\$1,780	\$1,780		\$7,120		
TDA	\$20,707		\$2,924	\$4,655	\$2,996	\$4,049	\$6,082		\$20,707		
TOTAL	\$139,132		\$14,620	\$32,176	\$23,881	\$29,145	\$39,309		\$139,132		
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$54,069		\$10,498	\$10,761	\$16,546	\$16,265			\$54,069		
FTA 5337	\$41,837		\$9,098	\$10,465	\$10,338	\$11,936			\$41,837		
TDA	\$23,977		\$4,899	\$5,306	\$6,721	\$7,050			\$23,977		
TOTAL	\$119,883		\$24,495	\$26,532	\$33,605	\$35,251			\$119,883		

MPO ID: NCTD03								RTIP #:21-01			
Project Title: ADA Paratransit Services											
Project Description: NCTD service area - This project supports the operations of the District ADA/paratransit services.											
Change Reason: Increase funding											
Capacity Status:NCI		Exempt Category:Mass Transit - Transit operating assistance									
Est Total Cost: \$64,306											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - ADA	\$4,998	\$3,076	\$356	\$370	\$385	\$399	\$412		\$4,998		
TransNet - ADA Carryover	\$50	\$50							\$50		
FTA 5307	\$2,000	\$2,000							\$2,000		
Local Funds	\$7,981	\$7,981							\$7,981		
TDA	\$49,277	\$21,494	\$6,388	\$5,078	\$5,265	\$5,441	\$5,611		\$49,277		
TOTAL	\$64,306	\$34,601	\$6,744	\$5,448	\$5,650	\$5,840	\$6,023		\$64,306		
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - ADA	\$4,185	\$3,076	\$330	\$373	\$406				\$4,185		
TransNet - ADA Carryover	\$50	\$50							\$50		
FTA 5307	\$2,000	\$2,000							\$2,000		
Local Funds	\$7,981	\$7,981							\$7,981		
TDA	\$41,591	\$21,494	\$6,388	\$6,690	\$7,018				\$41,591		
TOTAL	\$55,807	\$34,601	\$6,718	\$7,063	\$7,424				\$55,807		

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD05									RTIP #:21-01		
Project Title:			Bus Revenue Vehicle Purchases & Related Equipment								
Project Description:			NCTD service area - This project funds the programmatic replacement of fixed route buses that have reached the end of their service life, and the programmatic rebuild of fixed route buses engines and transmissions.								
Change Reason:			Reduce funding, Revise Fund Source								
Capacity Status:NCI			Exempt Category:Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet								
Est Total Cost: \$130,708											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$1,509	\$1,509									\$1,509
TransNet - Transit (Cash)	\$1,155	\$1,155									\$1,155
FTA 5307	\$49,104	\$49,010	\$94								\$49,104
FTA 5309 (Bus)	\$4,622	\$4,622									\$4,622
FTA 5311	\$2,036	\$2,036									\$2,036
FTA 5339	\$9,887	\$7,538	\$470	\$470	\$470	\$470	\$470				\$9,887
FTA Funds - AR-5311	\$578	\$578									\$578
Other State - LCTOP	\$11,820	\$3,220		\$2,000	\$2,200	\$2,200	\$2,200				\$11,820
SB1 - SGR	\$1,604		\$1,604								\$1,604
STA	\$3,002	\$1,181	\$1,328	\$141	\$117	\$117	\$117				\$3,002
TCRP	\$7,700	\$7,700									\$7,700
Local Funds	\$30,181	\$13,060			\$9,222		\$7,900				\$30,181
TDA	\$7,509	\$7,509									\$7,509
TOTAL	\$130,707	\$99,118	\$3,496	\$2,611	\$12,009	\$2,787	\$10,687				\$130,707
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$1,509	\$1,509									\$1,509
TransNet - Transit (Cash)	\$1,155	\$1,155									\$1,155
FTA 5307	\$69,870	\$49,010	\$8,184	\$9,220	\$3,456						\$69,870
FTA 5309 (Bus)	\$4,622	\$4,622									\$4,622
FTA 5311	\$2,036	\$2,036									\$2,036
FTA 5339	\$13,614	\$7,538	\$2,025	\$2,025	\$2,025						\$13,614
FTA Funds - AR-5311	\$578	\$578									\$578
Other State - LCTOP	\$3,220	\$3,220									\$3,220
SB1 - SGR	\$4,813		\$1,604	\$1,604	\$1,604						\$4,813
STA	\$4,664	\$1,181	\$1,328	\$1,207	\$948						\$4,664
TCRP	\$7,700	\$7,700									\$7,700
Local Funds	\$13,060	\$13,060									\$13,060
TDA	\$7,509	\$7,509									\$7,509
TOTAL	\$134,350	\$99,118	\$13,141	\$14,056	\$8,033						\$134,350

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD06								RTIP #:21-01			
Project Title:			Bus/Rail Support Equipment & Facilities								
Project Description:			NCTD service area - This project funds District state of good repair projects, including the repair, replacement and upgrade of fixed route and rail operations facilities and equipment, including information technology and fare revenue equipment.								
Change Reason:			Increase funding								
			Capacity Status:NCI		Exempt Category:Mass Transit - Purchase of office, shop and operating equipment for existing facilities						
Est Total Cost: \$78,609											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$34,675	\$22,058	\$8,562	\$2,460	\$1,150	\$210	\$235				\$34,675
FTA 5309 (Bus)	\$332	\$332									\$332
FTA 5337	\$10,952	\$9,512	\$320	\$1,012			\$108				\$10,952
FTA 5339	\$8,597	\$1,694	\$1,381	\$1,381	\$1,381	\$1,381	\$1,381				\$8,597
Transit Security (TSGP)	\$1,538	\$1,538									\$1,538
SB1 - TIRCP	\$405				\$405						\$405
STA	\$6,061	\$780	\$438	\$2,566	\$1,213	\$633	\$431				\$6,061
Local Funds	\$10,049	\$5,474	\$4,575								\$10,049
TDA	\$6,000	\$6,000									\$6,000
TOTAL	\$78,609	\$47,388	\$15,276	\$7,419	\$4,149	\$2,224	\$2,155				\$78,609
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$23,861	\$22,058	\$1,474	\$175	\$154						\$23,861
FTA 5309 (Bus)	\$332	\$332									\$332
FTA 5337	\$10,426	\$9,512	\$279	\$271	\$364						\$10,426
FTA 5339	\$1,694	\$1,694									\$1,694
Transit Security (TSGP)	\$1,538	\$1,538									\$1,538
STA	\$1,459	\$780	\$438	\$112	\$129						\$1,459
Local Funds	\$5,474	\$5,474									\$5,474
TDA	\$6,000	\$6,000									\$6,000
TOTAL	\$50,784	\$47,388	\$2,191	\$558	\$647						\$50,784

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD16B									RTIP #:21-01		
Project Title: Oceanside to Escondido Rail-SPRINTER Debt Service											
Project Description: SPRINTER, Oceanside to Escondido - This project funds debt service on \$34 million of Certificates of Completion issued to fund SPRINTER rail construction.											
Change Reason: Increase funding											
Capacity Status:NCI			Exempt Category:Mass Transit - Transit operating assistance								
Est Total Cost: \$9,300											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - TSI	\$9,300		\$1,700	\$1,900	\$1,900	\$1,900	\$1,900		\$9,300		
TOTAL	\$9,300		\$1,700	\$1,900	\$1,900	\$1,900	\$1,900		\$9,300		
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - TSI	\$6,800		\$1,700	\$1,700	\$1,700	\$1,700			\$6,800		
TOTAL	\$6,800		\$1,700	\$1,700	\$1,700	\$1,700			\$6,800		

MPO ID: NCTD18								RTIP #:21-01			
Project Title:			Rail-Right-of-Way State of Good Repair & Improvements								
Project Description:			NCTD service area - This project funds various District state of good repair projects and programs for the rail right of way, grade crossing replacement, right-of-way (ROW) drainage improvement, and programmatic replacement of rail ties and rail grinding. This project also funds the bridge replacement projects for BR.257.2, BR 207.6, BR 207.8 and BR 209.9.								
Change Reason:			Add new funding source, Increase funding								
Capacity Status:			NCI		Exempt Category:		Mass Transit - Track rehabilitation in existing right of way				
Est Total Cost: \$46,485											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$2,261		\$2,261								\$2,261
FTA 5337	\$28,676		\$6,344	\$1,332	\$11,936	\$8,664	\$400				\$28,676
SB1 - TIRCP	\$15,035		\$3,821	\$2,905	\$2,500	\$2,905	\$2,905				\$15,035
STA	\$513			\$480	\$33						\$513
TOTAL	\$46,485		\$12,426	\$4,717	\$14,469	\$11,569	\$3,305				\$46,485
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$144					\$144					\$144
FTA 5337	\$800			\$400	\$400						\$800
SB1 - TIRCP	\$15,285		\$3,821	\$3,821	\$3,821	\$3,821					\$15,285
STA	\$200				\$100	\$100					\$200
TOTAL	\$16,429		\$3,821	\$4,221	\$4,321	\$4,065					\$16,429

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD20									RTIP #:21-01		
Project Title:			Rail Vehicles & Related Equipment								
Project Description:			NCTD service area - This project funds the District state of good repair projects and programs replacing, repairing and rehabilitating the District COASTER and SPRINTER rail fleets, which includes the purchase of replacement locomotives, and Diesel Multiple Unit (DMU) rehabilitation and component overhauls.								
Change Reason:			Increase funding, Revise project description								
Capacity Status:NCI			Exempt Category:Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet								
Est Total Cost: \$26,758											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$192		\$192								\$192
FTA 5337	\$5,760		\$4,115	\$1,645							\$5,760
SB1 - SRA Commuter	\$18,980		\$3,680	\$3,800	\$3,800	\$3,800	\$3,900				\$18,980
STA	\$1,826		\$338	\$1,077	\$411						\$1,826
TOTAL	\$26,758		\$8,325	\$6,522	\$4,211	\$3,800	\$3,900				\$26,758
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5337	\$4,194		\$2,559	\$800	\$834						\$4,194
SB1 - LPP Formula	\$8,900					\$8,900					\$8,900
SB1 - SRA Commuter	\$11,160		\$3,680	\$3,720	\$3,760						\$11,160
STA	\$955		\$338	\$200	\$209	\$209					\$955
TOTAL	\$25,209		\$6,577	\$4,720	\$4,803	\$9,109					\$25,209

MPO ID: NCTD34								RTIP #:21-01			
Project Title: Transit Service Operating Support											
Project Description: NCTD service area - This project funds operating costs for existing fixed route and rail transit service, including rural services.											
Change Reason: Increase funding											
Capacity Status:NCI		Exempt Category:Mass Transit - Transit operating assistance									
Est Total Cost: \$268,375											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - TSI	\$63,152		\$11,725	\$12,052	\$12,624	\$13,132	\$13,619		\$63,152		
FTA 5311	\$2,419		\$484	\$484	\$484	\$484	\$484		\$2,419		
STA	\$33,685		\$7,701	\$4,058	\$6,547	\$7,572	\$7,807		\$33,685		
TDA	\$169,119		\$26,912	\$35,460	\$33,518	\$36,523	\$36,706		\$169,119		
TOTAL	\$268,375		\$46,822	\$52,054	\$53,173	\$57,711	\$58,616		\$268,375		
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - TSI	\$50,826		\$10,743	\$12,358	\$13,611	\$14,114			\$50,826		
DEMO	\$466					\$466			\$466		
FTA 5311	\$1,398		\$466	\$466	\$466				\$1,398		
STA	\$34,741		\$7,701	\$8,813	\$8,580	\$9,647			\$34,741		
TDA	\$128,101		\$26,912	\$31,644	\$34,813	\$34,732			\$128,101		
TOTAL	\$215,532		\$45,822	\$53,281	\$57,470	\$58,959			\$215,532		

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN36			RTIP #:21-01									
Project Title:	Bus/Rail Signal & Communications Equipment								SANDAG ID: 1129200, 1145100, 1144000			
Project Description:	Countywide - bid display module, dispatch software, fixed guideway electrification/power distribution projects such as catenary replacement, Feeder Cable, SCADA, DC Breaker Replacement											
Change Reason:	Add new funding source											
Capacity Status:NCI			Exempt Category:Mass Transit - Track rehabilitation in existing right of way									
Est Total Cost: \$22,643												
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
TransNet - MC	\$1,097	\$597	\$500								\$1,097	
FTA 5307	\$15,093	\$13,665	\$1,428								\$15,093	
FTA 5309 (FG)	\$1,112	\$1,112									\$1,112	
Local Funds	\$2,353	\$2,353									\$2,353	
TDA	\$2,988	\$2,631	\$357								\$2,988	
TOTAL	\$22,643	\$20,358	\$2,285								\$22,643	
PROJECT LAST AMENDED 21-00												
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
TransNet - MC	\$1,097	\$597	\$500								\$1,097	
FTA 5307	\$13,665	\$13,665									\$13,665	
FTA 5309 (FG)	\$1,112	\$1,112									\$1,112	
Local Funds	\$2,353	\$2,353									\$2,353	
TDA	\$2,631	\$2,631									\$2,631	
TOTAL	\$20,858	\$20,358	\$500								\$20,858	

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN40										RTIP #:21-01	
Project Title:	Metropolitan Planning								SANDAG ID:		
Project Description:	Countywide - ongoing regional transportation planning as well as administrative oversight for various <i>TransNet</i> and FTA-funded programs. Toll Credits will be used to match federal funds for the PE phase.								31020,33201,33203,23000,31007,35040,33107		
Change Reason:	Increase funding										
Capacity Status:		NCI		Exempt Category:Other - Non construction related activities							
Est Total Cost: \$78,354											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$594	\$483	\$111						\$594		
<i>TransNet</i> - MC	\$395	\$395							\$395		
<i>TransNet</i> - SGIP	\$594	\$483	\$111						\$594		
<i>TransNet</i> - SS	\$445	\$395	\$50						\$445		
CBI	\$250	\$250							\$250		
FTA 5307	\$59,461	\$34,619	\$4,968	\$4,968	\$4,968	\$4,968	\$4,968		\$59,461		
FTA 5309TOD	\$239	\$239							\$239		
FTA 5310	\$442	\$442							\$442		
ITS	\$231	\$231							\$231		
RSTP	\$1,570	\$991	\$579						\$1,570		
Local Funds	\$14,133	\$7,922	\$1,242	\$1,242	\$1,242	\$1,242	\$1,242		\$14,133		
TOTAL	\$78,354	\$46,450	\$7,061	\$6,210	\$6,210	\$6,210	\$6,210		\$78,354		
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$542	\$542							\$542		
<i>TransNet</i> - MC	\$395	\$395							\$395		
<i>TransNet</i> - SGIP	\$542	\$542							\$542		
<i>TransNet</i> - SS	\$540	\$540							\$540		
CBI	\$250	\$250							\$250		
FTA 5307	\$49,603	\$34,619	\$4,995	\$4,995	\$4,995				\$49,603		
FTA 5309TOD	\$239	\$239							\$239		
FTA 5310	\$442	\$442							\$442		
ITS	\$231	\$231							\$231		
RSTP	\$1,570	\$991	\$579						\$1,570		
Local Funds	\$11,668	\$7,922	\$1,249	\$1,249	\$1,249				\$11,668		
TOTAL	\$66,022	\$46,713	\$6,823	\$6,244	\$6,244				\$66,022		

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS23A									RTIP #:21-01		
Project Title:			Transit Service Operations								
Project Description:			MTS service area - Operating support for Americans with Disabilities Act (ADA) and Paratransit bus service as well as Network Integration funding from TIRCP to create operating plans for new bus routes.								
Change Reason:			Revise funding between fiscal years								
Capacity Status:			NCI		Exempt Category:Mass Transit - Transit operating assistance						
Est Total Cost: \$48,991											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$20,827		\$2,462	\$4,591	\$4,591	\$4,591	\$4,591		\$20,827		
FTA 5311	\$3,132		\$636	\$624	\$624	\$624	\$624		\$3,132		
Local Funds	\$2,703			\$2,703					\$2,703		
TDA	\$22,329		\$3,964	\$4,591	\$4,591	\$4,591	\$4,591		\$22,329		
TOTAL	\$48,991		\$7,062	\$12,509	\$9,806	\$9,806	\$9,806		\$48,991		
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$13,848		\$4,618	\$4,615	\$4,615				\$13,848		
FTA 5311	\$1,871		\$624	\$624	\$624				\$1,871		
TDA	\$4,246		\$1,415	\$1,415	\$1,415				\$4,246		
TOTAL	\$19,965		\$6,657	\$6,654	\$6,654				\$19,965		

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS28								RTIP #:21-01			
Project Title:		Bus & Rail Rolling Stock purchases and Rehabilitations									
Project Description:		MTS service area - - 3/3/2021 The FY21 funding will be use to procurement and replace 32 40' CNG buses, 17 ZEB buses, 11 60' CNG buses, 5 mini buses and 5 ADA buses. We will also use the funding towards replacing our SD100 Light Rail Vehicle fleet. Purchase replacement buses, Replace Light Rail Vehicles, Procurement of materials and services for the rehabilitation or retrofit of mechanical components, electrical components, and coach bodies of Light Rail Vehicles and buses. MTS plans to use FY20 funding to purchase 7 40 foot buses in FY20, 43 40 foot buses in FY21, and 26 articulated buses in FY21. The FY20 funding will also go towards the SD100 LRV replacement, in which the 51 SD100 high-floor LRVs will be replaced with new Low-floor LRVs. It will also replace 30 ADA paratransit vehicles, as well as go towards the funding for the New MTS Transit Facility. There are also various state of good repair projects funded in FY20, such as the CPC Substations replacement, and rehabilitation/improvement of the Old Town Transit Center.									
Change Reason:		Increase funding, Revise funding between fiscal years									
Capacity Status:NCI		Exempt Category:Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet									
Est Total Cost: \$267,225											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - TSI	\$51							\$51			\$51
FTA 5307	\$44,809		\$10,228	\$10,145	\$9,145	\$8,145	\$7,145				\$44,809
FTA 5339	\$21,589		\$4,318	\$4,318	\$4,318	\$4,318	\$4,318				\$21,589
Other State - LCTOP	\$24,623			\$5,126	\$7,097	\$6,200		\$6,200			\$24,623
SB1 - SGR	\$23,756			\$4,956	\$4,700	\$4,700	\$4,700	\$4,700			\$23,756
SB1 - TIRCP	\$18,451			\$12,866	\$5,585						\$18,451
STA	\$23,226					\$11,613		\$11,613			\$23,226
Local Funds	\$11,555			\$11,555							\$11,555
TDA	\$99,165		\$11,129	\$15,433	\$23,028	\$11,195	\$38,380				\$99,165
TOTAL	\$267,225		\$25,675	\$64,399	\$53,873	\$46,171	\$54,543	\$22,564			\$267,225
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$26,621		\$8,541	\$9,541	\$8,540						\$26,621
FTA 5337	\$4,553		\$2,851	\$851	\$851						\$4,553
FTA 5339	\$14,177		\$4,726	\$4,726	\$4,726						\$14,177
SB1 - SGR	\$18,800		\$4,700	\$4,700	\$4,700	\$4,700					\$18,800
STA	\$1,853		\$1,231		\$622						\$1,853
TDA	\$57,761		\$16,149	\$18,367	\$23,245						\$57,761
TOTAL	\$123,765		\$38,198	\$38,185	\$42,684	\$4,700					\$123,765

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS29								RTIP #:21-01			
Project Title:			Bus and Fixed Guideways Station Stops and Terminals								
Project Description:			MTS service area - Maintenance, improvements, upgrades, and retrofits of bus and trolley stations and stops throughout the MTS Service Area. FY20 projects include funding for an expansion of the Imperial Avenue transit center, pedestrian enhancements at American Plaza, and other improvements at the Rio vista trolley station.								
Change Reason:			Reduce funding, Revise funding between fiscal years								
Capacity Status:NCI			Exempt Category:Mass Transit - Reconstruction or renovation of transit structures								
Est Total Cost: \$100,523											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$1,644	\$1,644									\$1,644
FTA 5309 (Bus)	\$347	\$347									\$347
FTA 5309 (FG)	\$528	\$528									\$528
FTA 5311	\$39	\$39									\$39
Prop 1B Transit Sec Grant Prg	\$1,008	\$1,008									\$1,008
SB1 - TIRCP	\$19,258	\$3,892	\$15,366								\$19,258
STA	\$31,582	\$1,729	\$13,654	\$4,587			\$11,613				\$31,582
Local Funds	\$12,783	\$11,533		\$1,250							\$12,783
TDA	\$33,334	\$15,600	\$10,296	\$1,755	\$1,550	\$800	\$3,332				\$33,334
TOTAL	\$100,523	\$36,320	\$39,316	\$7,592	\$1,550	\$800	\$14,945				\$100,523
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$1,644	\$1,644									\$1,644
FTA 5309 (Bus)	\$347	\$347									\$347
FTA 5309 (FG)	\$528	\$528									\$528
FTA 5311	\$39	\$39									\$39
Prop 1B Transit Sec Grant Prg	\$1,008	\$1,008									\$1,008
SB1 - TIRCP	\$19,258	\$3,892	\$15,366								\$19,258
STA	\$56,950	\$1,729	\$13,654	\$14,950	\$14,950	\$11,668					\$56,950
Local Funds	\$11,533	\$11,533									\$11,533
TDA	\$29,228	\$15,600	\$10,296			\$3,332					\$29,228
TOTAL	\$120,535	\$36,320	\$39,316	\$14,950	\$14,950	\$15,000					\$120,535

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS30								RTIP #:21-01			
Project Title:		Bus/Rail Support Facilities and Equipment									
Project Description:		MTS facilities throughout the MTS service area - Projects Include an overhaul and replacement of the MTS fare system, other misc. capital equipment for transit maintenance; design and procurement of materials and services for support equipment such as hoists, fall protections, and building improvements/re-models for various MTS facilities.									
Change Reason:		Increase funding, Revise funding between fiscal years									
		Capacity Status:NCI		Exempt Category:Mass Transit - Purchase of office, shop and operating equipment for existing facilities							
Est Total Cost: \$108,949											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Other State - LCTOP	\$18,375		\$12,175				\$6,200				\$18,375
SB1 - TIRCP	\$3,038		\$3,038								\$3,038
STA	\$18,041		\$3,787	\$4,100	\$10,154						\$18,041
Local Funds	\$12,930			\$8,400	\$4,530						\$12,930
TDA	\$56,565			\$8,163	\$16,847	\$10,752	\$20,803				\$56,565
TOTAL	\$108,949		\$19,000	\$20,663	\$31,531	\$10,752	\$27,003				\$108,949
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Other State - LCTOP	\$24,575		\$12,175	\$6,200	\$6,200						\$24,575
SB1 - TIRCP	\$3,038		\$3,038								\$3,038
STA	\$10,609		\$3,787	\$3,722	\$3,100						\$10,609
TDA	\$13,528			\$8,828	\$4,700						\$13,528
TOTAL	\$51,750		\$19,000	\$18,750	\$14,000						\$51,750

MPO ID: MTS31									RTIP #:21-01		
Project Title:			Rail Electrification and Power								
Project Description:			Along Blue Line Right-Of-Way (ROW) - Programmed projects include Centralized Protection and Control (CPC) Substation Replacement.								
Change Reason:			Reduce funding, Revise funding between fiscal years								
Capacity Status:			NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way						
Est Total Cost: \$9,163											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$1,600	\$1,600									\$1,600
SB1 - SGR	\$4,462	\$4,462									\$4,462
STA	\$1,746	\$1,746									\$1,746
TDA	\$1,355	\$930	\$425								\$1,355
TOTAL	\$9,163	\$8,738	\$425								\$9,163
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$1,600	\$1,600									\$1,600
SB1 - SGR	\$4,462	\$4,462									\$4,462
STA	\$1,746	\$1,746									\$1,746
TDA	\$5,355	\$930	\$425	\$4,000							\$5,355
TOTAL	\$13,163	\$8,738	\$425	\$4,000							\$13,163

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS32A								RTIP #:21-01				
Project Title:			Preventive Maintenance									
Project Description:			MTS service area - Maintenance of equipment, rolling stock, and facilities for bus and rail systems.									
Change Reason:			Increase funding, Revise funding between fiscal years									
Capacity Status:			NCI		Exempt Category:			Mass Transit - Transit operating assistance				
Est Total Cost: \$523,614												
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
TransNet - TSI	\$175,347		\$30,580	\$34,218	\$35,619	\$36,868	\$38,062		\$175,347			
TransNet - TSI Carry Over	\$6		\$6						\$6			
FTA 5307	\$162,422		\$31,813	\$31,152	\$32,152	\$33,152	\$34,152		\$162,422			
FTA 5337	\$141,589		\$28,318	\$28,318	\$28,318	\$28,318	\$28,318		\$141,589			
Local Funds	\$44,250		\$14,500	\$14,750	\$15,000				\$44,250			
TOTAL	\$523,614		\$105,217	\$108,438	\$111,089	\$98,338	\$100,532		\$523,614			

PROJECT LAST AMENDED 21-00

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - TSI	\$181,822		\$30,580	\$34,549	\$37,630	\$38,867	\$40,196		\$181,822		
TransNet - TSI Carry Over	\$6		\$6						\$6		
FTA 5307	\$98,000		\$33,000	\$32,000	\$33,000				\$98,000		
FTA 5337	\$79,000		\$25,000	\$27,000	\$27,000				\$79,000		
Local Funds	\$44,250		\$14,500	\$14,750	\$15,000				\$44,250		
TOTAL	\$403,078		\$103,086	\$108,299	\$112,630	\$38,867	\$40,196		\$403,078		

MPO ID: MTS33A								RTIP #:21-01				
Project Title:			Senior Disabled Program									
Project Description:			MTS service area - subsidy for senior and disabled as required by <i>TransNet</i> .									
Change Reason:			Reduce funding, Revise funding between fiscal years									
Capacity Status:			NCI		Exempt Category:			Mass Transit - Transit operating assistance				
Est Total Cost: \$12,384												
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
<i>TransNet</i> - ADA	\$12,304	\$7,653	\$811	\$908	\$945	\$978	\$1,010		\$12,304			
<i>TransNet</i> - ADA Carryover	\$80	\$77	\$3						\$80			
TOTAL	\$12,384	\$7,730	\$814	\$908	\$945	\$978	\$1,010		\$12,384			

PROJECT LAST AMENDED 21-00

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - ADA	\$12,476	\$7,653	\$811	\$916	\$998	\$1,031	\$1,066		\$12,476		
TransNet - ADA Carryover	\$80	\$77	\$3						\$80		
TOTAL	\$12,556	\$7,730	\$814	\$916	\$998	\$1,031	\$1,066		\$12,556		

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS34											RTIP #:21-01
Project Title: Bus Signal and Communications Equipment											
Project Description: MTS service area - Projects Include the overhaul and upgrade of the Regional Transit Management system for MTS vehicles. The bus and light rail communication hardware will be replaced, maintained, and upgraded.											
Change Reason: Reduce funding, Revise funding between fiscal years											
Capacity Status:NCI Exempt Category:Mass Transit - Reconstruction or renovation of transit structures											
Est Total Cost: \$57,626											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$3,116	\$3,116									\$3,116
FTA 5309 (Bus)	\$800	\$800									\$800
FTA 5309 (FG)	\$120	\$120									\$120
FTA 5339	\$4,303	\$4,303									\$4,303
Prop 1B Transit Sec Grant Prg	\$7,782	\$7,782									\$7,782
STA	\$2,826	\$2,446		\$380							\$2,826
Local Funds	\$765	\$765									\$765
TDA	\$37,914	\$35,104		\$2,810							\$37,914
TOTAL	\$57,626	\$54,436		\$3,190							\$57,626
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$3,116	\$3,116									\$3,116
FTA 5309 (Bus)	\$800	\$800									\$800
FTA 5309 (FG)	\$120	\$120									\$120
FTA 5339	\$4,303	\$4,303									\$4,303
Prop 1B Transit Sec Grant Prg	\$7,782	\$7,782									\$7,782
STA	\$2,446	\$2,446									\$2,446
Local Funds	\$765	\$765									\$765
TDA	\$38,914	\$35,104	\$2,810			\$1,000					\$38,914
TOTAL	\$58,246	\$54,436	\$2,810			\$1,000					\$58,246

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS35											RTIP #:21-01
Project Title: Fixed Guideway Transitways/Lines Project Description: MTS service area - Bus and Rail infrastructure maintenance and upgrades including rail tie replacement, Beyer blvd track and slope repair, Track/hill work at the Enterprise wall. MTS was also awarded TIRCP discretionary funding for double crossovers on the blue line at Beech St, Middletown, and a double tracking at Imperial Avenue on the green line. Change Reason: Increase funding, Revise funding between fiscal years Capacity Status:NCI Exempt Category:Mass Transit - Track rehabilitation in existing right of way											
Est Total Cost: \$70,572											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$622	\$622									\$622
Prop 1B - PTMISEA	\$464	\$464									\$464
Prop 1B Transit Sec Grant Prg	\$800	\$800									\$800
SB1 - TIRCP	\$31,579	\$24,175		\$7,404							\$31,579
STA	\$7,290	\$3,065		\$2,766	\$1,459						\$7,290
Local Funds	\$4,000	\$4,000									\$4,000
TDA	\$25,817	\$21,547		\$4,270							\$25,817
TOTAL	\$70,572	\$54,673		\$14,440	\$1,459						\$70,572
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$622	\$622									\$622
Prop 1B - PTMISEA	\$464	\$464									\$464
Prop 1B Transit Sec Grant Prg	\$800	\$800									\$800
SB1 - TIRCP	\$31,579	\$24,175	\$7,404								\$31,579
STA	\$5,831	\$3,065	\$2,766								\$5,831
Local Funds	\$4,000	\$4,000									\$4,000
TDA	\$25,817	\$21,547	\$4,270								\$25,817
TOTAL	\$69,113	\$54,673	\$14,440								\$69,113

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

RTIP Fund Types

<u>Federal Funding</u>	
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
DEMO - TEA 21	High Priority Demonstration Program under TEA-21
DEMO-Sec 115	High Priority Demonstration Program under FY 2004 Appropriations
DEMO-Sec 117/STP	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5309 (Bus)	Federal Transit Administration Discretionary Program
FTA Section 5309 (FG)	Federal Transit Administration Fixed Guideway Modernization Formula Program
FTA Section 5310	Federal Transit Administration Elderly & Disabled Program
FTA Section 5311	Federal Transit Administration Rural Program
FTA Section 5337	Federal Transit Administration State of Good Repair Grant Program
FTA Section 5339	Federal Transit Administration Bus and Bus Facilities Formula Grant Program
ITS	Intelligent Transportation System
RSTP	Regional Surface Transportation Program
TSGP	Transit Security Grant Program (Federal Discretionary)
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
<u>State Funding</u>	
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account (State Prop 1B)
SB1 - LPP Formula	Senate Bill 1 - Local Partnership Formula Program
SB1 - SGR	Senate Bill 1 - State Transit Assistance State of Good Repair
SB1 - TIRCP	Senate Bill 1 - Transit and Intercity Rail Program
SB1 - SRA Commuter	Senate Bill 1 - State Rail Assistance Commuter Rail
STA	State Transit Assistance
TCRP	Traffic Congestion Relief Program
TSGP	Transit Security Grant Program (State Prop. 1B)
<u>Local Funding</u>	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
TDA	Transportation Development Act
TransNet-ADA	Prop. A Local Transportation Sales Tax - Transit
TransNet-BPNS	Prop. A Extension Local Transportation Sales Tax - Bicycle, Pedestrian and Neighborhood Safety Program
TransNet-MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors
TransNet-SGIP	Prop. A Extension Local Transportation Sales Tax - Regional Smart Growth Incentive Program
TransNet-SS	Prop. A Extension Local Transportation Sales Tax - Senior Services
TransNet-TSI	Prop. A Extension Local Transportation Sales Tax- Transit System Improvements

Table 3a: Revenues

San Diego Association of Governments (SANDAG)

2021 Regional Transportation Improvement Program (in \$000s) - Amendment No. 1

Legend

Attachment 7

Yellow Highlighting indicates a change from the prior amendment

		Prior Years	2020/2021		2021/2022		2022/2023		2023/2024		2024/2025		TOTAL	
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Sales Tax	\$3,598,954	\$628,999	\$632,827	\$464,523	\$464,060	\$379,165	\$376,197	\$197,369	\$194,418	\$239,303	\$236,153	\$5,508,577	\$5,502,609
	-- County	\$3,598,954	\$628,999	\$632,827	\$464,523	\$464,060	\$379,165	\$376,197	\$197,369	\$194,418	\$239,303	\$236,153	\$5,508,577	\$5,502,609
	Other Local Funds	\$505,491	\$226,047	\$230,615	\$158,766	\$182,667	\$423,630	\$437,375	\$245,755	\$246,997	\$119,422	\$128,564	\$1,679,111	\$1,731,710
	-- City General Funds	\$479,832	\$213,145	\$217,713	\$152,249	\$176,150	\$182,744	\$196,489	\$126,506	\$127,748	\$99,484	\$108,626	\$1,253,960	\$1,306,559
	-- Street Taxes and Developer Fees	\$25,659	\$12,902	\$12,902	\$6,517	\$6,517	\$240,886	\$240,886	\$119,249	\$119,249	\$19,938	\$19,938	\$425,151	\$425,151
	-- RSTP Exchange funds													
	Other	\$841,710	\$125,804	\$114,210	\$98,368	\$104,758	\$95,863	\$105,744	\$48,108	\$75,345	\$843	\$116,349	\$1,210,696	\$1,358,116
Local Total		\$4,946,155	\$980,850	\$977,653	\$721,657	\$751,485	\$898,658	\$919,316	\$491,232	\$516,761	\$359,568	\$481,065	\$8,398,384	\$8,592,435
STATE	State Highway Operations and Protection Program	\$124,955	\$303,908	\$303,908	\$140,888	\$140,888	\$302,531	\$302,531	\$81,710	\$81,710			\$953,992	\$953,992
	SHOPP (Including Augmentation)	\$124,955	\$303,908	\$303,908	\$140,888	\$140,888	\$302,531	\$302,531	\$81,710	\$81,710			\$953,992	\$953,992
	SHOPP Prior													
	State Transportation Improvement Program	\$654,587	\$1,105	\$1,105	\$1,105	\$1,105	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$767,697	\$767,697
	STIP (Including Augmentation)	\$612,830	\$1,105	\$1,105	\$1,105	\$1,105	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$725,940	\$725,940
	STIP Prior	\$41,756											\$41,756	\$41,756
	Proposition 1 A	\$41,843											\$41,843	\$41,843
	Proposition 1 B	\$647,752									\$1,319	\$1,319	\$649,071	\$649,071
	Active Transportation Program	\$32,073	\$30,804	\$30,804	\$20,050	\$20,050	\$5,967	\$5,967					\$88,894	\$88,894
	Highway Maintenance (HM)													
	Highway Bridge Program (HBP)	\$83,366	\$13,677	\$13,677	\$41,886	\$41,886	\$40,502	\$40,502	\$20,000	\$20,000	\$207,501	\$207,501	\$406,933	\$406,933
	Road Repair and Accountability Act of 2017 (SB1)	\$385,709	\$98,375	\$86,272	\$25,208	\$45,073	\$21,085	\$25,970	\$29,121	\$24,885	\$1,700	\$14,985	\$561,199	\$582,892
	Traffic Congestion Relief Program (TCRP)	\$101,298											\$101,298	\$101,298
	State Transit Assistance (e.g., population/revenue based, Prop 42)	\$177,877	\$31,244	\$27,246	\$29,003	\$20,155	\$28,638	\$19,935	\$21,624	\$19,935		\$19,968	\$288,386	\$285,117
	Other	\$107,560	\$20,649	\$20,649	\$10,900	\$11,826	\$10,900	\$13,997	\$4,700	\$13,100	\$4,700	\$13,100	\$159,408	\$180,231
State Total		\$2,357,019	\$499,762	\$483,661	\$269,041	\$280,983	\$518,102	\$517,380	\$158,365	\$160,840	\$216,432	\$258,085	\$4,018,721	\$4,057,968
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$780,382	\$71,324	\$70,949	\$71,324	\$70,947	\$71,324	\$70,947	\$71,324	\$70,947	\$71,324	\$70,947	\$1,137,002	\$1,135,120
	5309a - Fixed Guideway Modernization	\$97,086											\$97,086	\$97,086
	5309b - New and Small Starts (Capital Investment Grants)	\$552,996	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$113,380	\$113,380	\$1,066,376	\$1,066,376
	5309c - Bus and Bus Related Grants	\$58,636											\$58,636	\$58,636
	5310 - Mobility of Seniors and Individuals with Disabilities	\$4,605											\$4,605	\$4,605
	5311 - Nonurbanized Area Formula Program	\$10,667	\$1,090	\$1,120	\$1,090	\$1,108	\$1,090	\$1,108		\$1,108		\$1,108	\$13,937	\$16,218
	5337 - State of Good Repair	\$296,028	\$39,787	\$41,853	\$39,787	\$40,459	\$39,787	\$40,459	\$39,787	\$40,459	\$39,793	\$40,459	\$494,970	\$499,716
	5339 - Bus and Bus Facilities Program	\$37,298	\$7,483	\$6,965	\$6,751	\$6,168	\$6,751	\$6,168	\$6,751	\$6,168	\$6,751	\$6,168	\$71,785	\$68,936
	Other	\$40,961											\$40,961	\$40,961
	Federal Transit Total	\$1,878,660	\$219,684	\$220,887	\$218,952	\$218,682	\$218,952	\$218,682	\$217,862	\$218,682	\$231,247	\$232,062	\$2,985,358	\$2,987,655
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$386,940	\$29,884	\$29,884	\$25,124	\$25,124	\$33,914	\$33,914	\$33,903	\$33,903	\$33,903	\$33,903	\$543,668	\$543,668
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$239,884	\$24,601	\$24,601	\$3,544	\$3,544							\$268,029	\$268,029
	GARVEE Bonds (Includes Debt Service Payments)													
	Highway Infrastructure Program (HIP)	\$22,940	\$13,076	\$13,076									\$36,016	\$36,016
	High Priority Projects (HPP) and Demo	\$90,861	\$228	\$228	\$356	\$356			\$466				\$91,911	\$91,445
	Highway Safety Improvement Program (HSIP)	\$2,851	\$2,146	\$2,146	\$6,505	\$6,505	\$7,095	\$7,095	\$5,726	\$5,726			\$24,324	\$24,324
	National Significant Freight & Highway Projects (FASTLANE/INFRA)	\$49,278											\$49,278	\$49,278
	Public Lands Highway	\$6,519	\$816	\$816	\$816	\$816	\$816	\$816					\$8,968	\$8,968
	Surface Transportation Program (Regional)	\$455,776	\$44,059	\$44,059	\$44,339	\$44,339	\$44,326	\$44,326	\$44,314	\$44,314	\$44,314	\$44,314	\$677,127	\$677,127
	Other	\$169,741	\$2,030	\$2,030									\$171,770	\$171,770
Federal Highway Total		\$1,424,790	\$116,841	\$116,841	\$80,684	\$80,684	\$86,151	\$86,151	\$84,409	\$83,943	\$78,217	\$78,217	\$1,871,091	\$1,870,625
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$23,253											\$23,253	\$23,253
	Other													
	Federal Railroad Administration Total	\$23,253											\$23,253	\$23,253
Federal Total		\$3,326,703	\$336,525	\$337,728	\$299,636	\$299,366	\$305,103	\$304,833	\$302,271	\$302,625	\$309,464	\$310,278	\$4,879,702	\$4,881,533
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)		\$537,484	\$537,484									\$537,484	\$537,484
	Innovative Financing Total												\$537,484	\$537,484
REVENUES TOTAL		\$10,629,877	\$1,817,137	\$1,799,042	\$1,290,334	\$1,331,835	\$1,721,864	\$1,741,529	\$951,868	\$980,225	\$885,464	\$1,049,429	\$17,296,807	\$17,531,936

¹ 2019/2020 Reflects repayment of Loaned CMAQ apportionment to OCTA of \$20,197 and Caltrans of \$18,590 and includes loans from other MPOs totalling \$12,697 and a \$1,000 deobligation² 2019/2020 Reflects repayment of Loaned CMAQ apportionment to STANCOG of \$6,393 and MCAG of \$3,896³ 2020/2021 Reflects repayment of Loaned CMAQ apportionment to Madera CTC of \$2,407

\$18,069,421

Table 3b: Program

San Diego Association of Governments (SANDAG)

2021 Regional Transportation Improvement Program (in \$000s) - Amendment No. 1

Legend

Yellow Highlighting indicates a change from the prior amendment

Funding Source		Prior Years	2020/2021		2021/2022		2022/2023		2023/2024		2024/2025		TOTAL		
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
LOCAL	Sales Tax	\$3,598,954	\$613,316	\$614,596	\$448,990	\$448,542	\$375,615	\$372,743	\$184,791	\$182,356	\$208,133	\$221,874	\$5,430,063	\$5,439,064	
	-- TransNet	\$3,598,954	\$613,316	\$614,596	\$448,990	\$448,542	\$375,615	\$372,743	\$184,791	\$182,356	\$208,133	\$221,874	\$5,430,063	\$5,439,064	
	Other Local Funds	\$505,491	\$226,047	\$230,615	\$158,766	\$182,667	\$423,630	\$437,375	\$245,755	\$246,997	\$119,422	\$128,564	\$1,679,111	\$1,731,710	
	-- City General Funds	\$479,832	\$213,145	\$217,713	\$152,249	\$176,150	\$182,744	\$196,489	\$126,506	\$127,748	\$99,484	\$108,626	\$1,253,960	\$1,306,559	
	-- Street Taxes and Developer Fees	\$25,659	\$12,902	\$12,902	\$6,517	\$6,517	\$240,886	\$240,886	\$119,249	\$119,249	\$19,938	\$19,938	\$425,151	\$425,151	
	Other	\$841,710	\$125,804	\$114,210	\$98,368	\$104,758	\$95,863	\$105,744	\$48,108	\$75,345	\$843	\$116,349	\$1,210,696	\$1,358,116	
	Local Total	\$4,946,155	\$965,167	\$959,422	\$706,124	\$735,967	\$895,108	\$915,863	\$478,654	\$504,698	\$328,398	\$466,786	\$8,319,870	\$8,528,890	
STATE	State Highway Operations and Protection Program	\$124,955	\$303,908	\$303,908	\$140,888	\$140,888	\$302,531	\$302,531	\$81,710	\$81,710			\$953,992	\$953,992	
	SHOPP (Including Augmentation)	\$124,955	\$303,908	\$303,908	\$140,888	\$140,888	\$302,531	\$302,531	\$81,710	\$81,710			\$953,992	\$953,992	
	State Transportation Improvement Program	\$654,587	\$1,105	\$1,105	\$1,105	\$1,105	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$767,697	\$767,697	
	STIP (Including Augmentation)	\$612,830	\$1,105	\$1,105	\$1,105	\$1,105	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$725,940	\$725,940	
	STIP Prior	\$41,756											\$41,756	\$41,756	
	Proposition 1 A	\$41,843											\$41,843	\$41,843	
	Proposition 1 B	\$647,752									\$1,319	\$1,319	\$649,071	\$649,071	
	Active Transportation Program	\$32,073	\$30,804	\$30,804	\$20,050	\$20,050	\$5,967	\$5,967					\$88,894	\$88,894	
	Highway Maintenance (HM)														
	Highway Bridge Program (HBP)	\$83,366	\$13,677	\$13,677	\$41,886	\$41,886	\$40,502	\$40,502	\$20,000	\$20,000	\$207,501	\$207,501	\$406,933	\$406,933	
	Road Repair and Accountability Act of 2017 (SB1)	\$385,709	\$98,375	\$86,272	\$25,208	\$45,073	\$21,085	\$25,970	\$29,121	\$24,885	\$1,700	\$14,985	\$561,199	\$582,892	
	Traffic Congestion Relief Program (TCRP)	\$101,298											\$101,298	\$101,298	
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$177,877	\$31,244	\$27,246	\$29,003	\$20,155	\$28,638	\$19,935	\$21,624	\$19,935		\$19,968	\$288,386	\$285,117	
	State Emergency Repair Program														
	Other	\$107,560	\$20,649	\$20,649	\$10,900	\$11,826	\$10,900	\$13,997	\$4,700	\$13,100	\$4,700	\$13,100	\$159,408	\$180,231	
State Total	\$2,357,019	\$499,762	\$483,661	\$269,041	\$280,983	\$518,102	\$517,380	\$158,365	\$160,840	\$216,432	\$258,085	\$4,018,721	\$4,057,968		
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$780,382	\$71,309	\$70,949	\$71,306	\$70,906	\$71,306	\$70,906	\$16,409	\$70,906		\$70,906	\$1,010,712	\$1,134,956	
	5309a - Fixed Guideway Modernization	\$97,086											\$97,086	\$97,086	
	5309b - New and Small Starts (Capital Investment Grants)	\$552,996	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$113,380	\$113,380	\$1,066,376	\$1,066,376	
	5309c - Bus and Bus Related Grants	\$58,636											\$58,636	\$58,636	
	5310 - Elderly & Persons with Disabilities Formula Program	\$4,605											\$4,605	\$4,605	
	5311 - Nonurbanized Area Formula Program	\$10,667	\$1,090	\$1,120	\$1,090	\$1,108	\$1,090	\$1,108		\$1,108		\$1,108	\$13,937	\$16,218	
	5337 - State of Good Repair	\$296,028	\$39,787	\$41,853	\$39,787	\$40,459	\$39,787	\$40,459	\$11,936	\$40,459		\$40,459	\$427,326	\$499,716	
	5339 - Bus and Bus Facilites Program	\$37,298	\$7,483	\$6,900	\$6,751	\$6,168	\$6,751	\$6,168		\$6,168		\$6,168	\$58,283	\$68,871	
	Other	\$40,961											\$40,961	\$40,961	
	Federal Transit Total	\$1,878,660	\$219,669	\$220,823	\$218,935	\$218,641	\$218,934	\$218,641	\$128,345	\$218,641	\$113,380	\$232,021	\$2,777,922	\$2,987,426	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$386,940	\$29,503	\$29,503	\$23,520	\$23,520	\$26,285	\$26,285	\$28,494	\$28,494	\$25,056	\$25,056	\$519,798	\$519,798	
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$239,884	\$24,601	\$24,601	\$3,544	\$3,544							\$268,029	\$268,029	
	GARVEE Bonds (Includes Debt Service Payments)														
	Highway Infrastructure Program (HIP)	\$22,940	\$13,076	\$13,076									\$36,016	\$36,016	
	High Priority Projects (HPP) and Demo	\$90,861	\$228	\$228	\$356	\$356			\$466				\$91,911	\$91,445	
	Highway Safety Improvement Program (HSIP)	\$2,851	\$2,146	\$2,146	\$6,505	\$6,505	\$7,095	\$7,095	\$5,726	\$5,726			\$24,324	\$24,324	
	Public Lands Highway	\$6,519	\$816	\$816	\$816	\$816	\$816	\$816					\$8,968	\$8,968	
	National Significant Freight & Highway Projects (FASTLANE/INFRA)	\$49,278											\$49,278	\$49,278	
	Surface Transportation Program (Regional)	\$455,776	\$42,796	\$42,796	\$35,695	\$35,695	\$43,767	\$43,767	\$44,150	\$44,150	\$79,972	\$79,972	\$702,156	\$702,156	
	Other	\$169,741	\$2,030	\$2,030									\$171,770	\$171,770	
Federal Highway Total	\$1,474,068	\$115,197	\$115,197	\$70,436	\$70,436	\$77,963	\$77,963	\$78,836	\$78,370	\$105,028	\$105,028	\$1,872,250	\$1,921,062		
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$23,253											\$23,253	\$23,253	
	Other														
	Federal Railroad Administration Total	\$23,253											\$23,253	\$23,253	
INNOVATIVE FINANCE	Federal Total	\$3,375,981	\$334,865	\$336,019	\$289,371	\$289,077	\$296,897	\$296,604	\$207,181	\$297,011	\$218,408	\$337,049	\$4,673,426	\$4,931,742	
	TIFIA (Transportation Infrastructure Finance and Innovation Act)		\$537,484	\$537,484									\$537,484	\$537,484	
	Innovative Financing Total		\$537,484	\$537,484									\$537,484	\$537,484	
PROGRAM TOTAL		\$10,679,155	\$2,337,279	\$2,316,586	\$1,264,536	\$1,306,027	\$1,710,107	\$1,729,846	\$844,200	\$962,549	\$763,238	\$1,061,920	\$17,549,501	\$18,056,084	

*Negative programming amount is reflective of the need to show the TIFIA loan payback in the five-year RTIP. Payback will begin in future years. FY22/23 includes programming for future years and is included here for reference only

Table3c: Revenues versus Program

San Diego Association of Governments (SANDAG)

2021 Regional Transportation Improvement Program (in \$000s) - Amendment No. 1

Legend	
	Yellow Highlighting indicates a change from the prior amendment

Funding Source		2020/2021		2021/2022		2022/2023		2023/2024		2024/2025		TOTAL	
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Local Total	\$15,683	\$18,231	\$15,533	\$15,519	\$3,550	\$3,454	\$12,578	\$12,062	\$31,170	\$14,279	\$78,514	\$63,545
	State Highway Operations and Protection Program												
STATE	SHOPP (Including Augmentation)												
	SHOPP Prior												
	State Transportation Improvement Program												
	STIP (Including Augmentation)												
	STIP Prior												
	Proposition 1 A												
	Proposition 1 B												
	Active Transportation Program												
	Highway Maintenance (HM)												
	Highway Bridge Program (HBP)												
	Road Repair and Accountability Act of 2017 (SB1)												
	Traffic Congestion Relief Program (TCRP)												
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)												
	Other												
	State Total												
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$15		\$17	\$41	\$18	\$41	\$54,915	\$41	\$71,324	\$41	\$126,290	\$164
	5309a - Fixed Guideway Modernization												
	5309b - New and Small Starts (Capital Investment Grants)												
	5309c - Bus and Bus Related Grants												
	5310 - Elderly & Persons with Disabilities Formula Program												
	5311 - Nonurbanized Area Formula Program												
	5337 - State of Good Repair							\$27,851		\$39,793		\$67,644	
	5339 - Bus and Bus Facilities Program		\$65					\$6,751		\$6,751		\$13,502	\$65
	Other												
	Federal Transit Total	\$15	\$65	\$17	\$41	\$18	\$41	\$89,517	\$41	\$117,867	\$41	\$207,435	\$229
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$381	\$381	\$1,605	\$1,605	\$7,629	\$7,629	\$5,409	\$5,409	\$8,847	\$8,847	\$23,870	\$23,870
	Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)												
	GARVEE Bonds (Includes Debt Service Payments)												
	Highway Infrastructure Program (HIP)												
	High Priority Projects (HPP) and Demo												
	Highway Safety Improvement Program (HSIP)												
	National Significant Freight & Highway Projects (FASTLANE/INFRA)												
	Surface Transportation Program (Regional)	\$1,263	\$1,263	\$8,643	\$8,643	\$560	\$560	\$164	\$164	-\$35,658	-\$35,658	-\$25,029	-\$25,029
	Other												
	Federal Highway Total	\$1,644	\$1,644	\$10,248	\$10,248	\$8,189	\$8,189	\$5,572	\$5,572	\$26,812	\$26,812	\$1,159	\$1,159
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)												
	Other												
	Federal Railroad Administration Total												
TIN OVA TIVE FINA	Federal Total	\$1,659	\$1,709	\$10,265	\$10,289	\$8,207	\$8,230	\$95,090	\$5,613	\$91,056	\$26,771	\$206,276	\$939
	TIFIA (Transportation Infrastructure Finance and Innovation Act)												
	Innovative Financing Total												
REVENUES - PROGRAM TOTAL		\$17,343	\$19,940	\$25,798	\$25,807	\$11,757	\$11,683	\$107,668	\$17,675	\$122,226	\$12,492	\$284,791	\$62,615

FY22/23 includes programming for future years and is included here for reference only

2021 RTIP - Amendment No. 1
Changes During Public Comment Period

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description	
Metropolitan Transit System	MTS23A	Transit Service Operations	\$13	Increased FTA 5311	
North County Transit District	NCTD34	Transit Service Operating Support	\$932	Increased FTA 5311	

**The State released FTA 5311 apportionments and transit agencies updated their programming accordingly.*

Federal Requirements Analysis for 2021 RTIP Amendment No. 1

Metropolitan Planning and Transportation Conformity

The U.S. Department of Transportation (U.S. DOT) Metropolitan Planning Regulations¹ and U.S. Environmental Protection Agency (U.S. EPA) Transportation Conformity Regulations² establish six criteria requirements which the Regional Transportation Improvement Program (RTIP) must satisfy. The metropolitan planning regulations require that: (1) the RTIP be financially constrained and (2) make progress toward achieving federal performance targets. The transportation conformity regulations state that the RTIP must: (3) be consistent with San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP); (4) meet regional emissions tests; (5) include timely implementation of transportation control measures (TCMs); and 6) include inter-agency consultation and public involvement.

The 2021 RTIP with Amendment No. 1 meets all six tests required under federal metropolitan planning and transportation conformity regulations. SANDAG made these findings for the 2021 RTIP under the required federal tests on February 26, 2021. On April 16, 2021, Federal Highways and the Federal Transit Administration are expected to find that the 2021 RTIP conforms with the provisions of 40 CFR Parts 51 and 93. Amendment No. 1 continues to meet all federal requirements.

Financial Constraint Test

Federal regulations 23 CFR Section 450.326(j) require the 2021 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Chapter 4 of the 2021 RTIP discusses in detail the financial capacity analysis of major program areas, including a discussion of available revenues.

Finding: The projects contained within the 2021 RTIP, including Amendment No. 1, are reasonable when considering available funding sources as demonstrated in Tables 3a through 3c, including a comparison from the prior approved version (changes are highlighted in yellow.)

Performance Management Test

Federal regulations 23 CFR Section 450.326(c) require the 2021 RTIP to be designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306(d) and shall include, to the maximum extent practicable, a description of the anticipated effect of the RTIP toward achieving the performance targets identified in the transportation plan, linking investment priorities to those performance targets. Appendix H of the 2021 RTIP provides information on the projects which support safety, infrastructure conditions, system performance, freight, Congestion Mitigation and Air Quality (CMAQ), transit asset management and transit safety performance management requirements.

Finding: The projects contained within the 2021 RTIP, including Amendment No. 1, make progress toward achieving the established performance targets for safety established by the Board of Directors through investment in projects with the primary purpose of improving safety, active transportation projects, and safety features provided as part of a larger transportation project.

Finding: The projects contained within the 2021 RTIP, including Amendment No. 1, make progress toward achieving the 2020 regional performance targets for transit asset management approved by the Board on February 28, 2020. The program includes investments in the four key categories for transit asset management: equipment, facilities, infrastructure, and rolling stock.

Consistency with San Diego Forward: The Regional Plan Test

Finding: The 2021 RTIP, through Amendment No. 1, is consistent with San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP) adopted on October 25, 2019 (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2019 Federal RTP.

Regional Emissions Tests

These findings are based on the regional emissions analyses tests shown in Table 5-2 in Chapter 5 of the 2021 RTIP.

Finding: The regional emissions analyses for the 2021 RTIP through Amendment No. 1 are consistent with the emissions analyses for the 2019 Federal RTP.

Finding: The proposed Amendment No. 1 does not reflect a change in the design, concept, or scope of the projects or the conformity analysis years as modeled for the regional emissions analysis of the 2019 Federal RTP and the 2021 RTIP, as amended.

Finding: The 2021 RTIP, including Amendment No. 1, remains in conformance with the applicable State Implementation Plan³ (SIP).

Timely Implementation of TCM Test

Finding: The TCMs, established as Transportation Tactics in the 1982 SIP, have been fully implemented and Amendment No. 1 continues to fund the four TCMs, which include: (1) ridesharing; (2) transit improvements; (3) traffic flow improvements; and (4) bicycle facilities and programs.

Inter-Agency Consultation and Public Involvement Test

Finding: The 2021 RTIP complies with all federal and state requirements for public involvement by following the strategies described in Board Policy No. 025: Public Participation Plan Policy. Amendment No. 1 was posted for a 15-day public comment period from March 23, 2021, through April 13, 2021.

Finding: The SANDAG Conformity Working Group (CWG), including members from the San Diego County Air Pollution Control District, Caltrans, California Air Resources Board, SANDAG, U.S. DOT, and U.S. EPA, serve as a forum to meet the federal and state requirements for interagency consultation for the 2021 RTIP. All exempt projects in Amendment No. 1 were submitted to the CWG on March 30, 2021, for its review and members concurred with the exempt categorization.

¹ 23 Code of Federal Regulation (CFR) Part 450, subpart C

² 40 CFR part 93, subpart A

³ 2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016)

April 16, 2021

Regional Active Transportation Program Funding Recommendations

Overview

The Active Transportation Program (ATP) is administered by the California Transportation Commission (CTC) and distributes funding for active transportation projects. Funding is competitively awarded in two stages. First, a statewide competition is led by the CTC, followed by a regional competition conducted by the Metropolitan Planning Organization of each region. This report contains the project rankings and funding recommendations for the 2021 Regional ATP.

Key Considerations

The Board of Directors adopted the 2021 Regional ATP scoring criteria on March 27, 2020, and the CTC adopted the criteria on June 25, 2020. Thirty-seven applications were submitted requesting approximately \$156 million in funding. Attachment 1 provides information on the evaluation process. Four projects from the San Diego region were awarded funding through the Statewide ATP competition, as shown in green in Attachment 2. These projects are from SANDAG and the cities of Oceanside, Imperial Beach, and National City. Two projects – one each from SANDAG and the City of La Mesa – are recommended to receive funding through the Regional ATP competition as shown in Attachment 3.

Next Steps

Pending action by the Board, SANDAG will submit its funding recommendations for the Regional ATP competition to the CTC. The CTC is scheduled to consider adoption of the region's funding recommendations and contingency project list at its meeting on June 23-24, 2021. One of the projects to be awarded is a SANDAG project. Pending CTC approval, a budget amendment to include ATP funds awarded for the SANDAG Orange Family Friendly Street Project and Inland Rail Trail – Gap Connector Project (including corresponding *TransNet* match and amendment to the 2021 Regional Transportation Improvement Program) will be brought for Board consideration in fall 2021.

Julie Wiley, Director and Legal Counsel, Contracts & Grants Department

Key Staff Contact: Audrey Porcella, (619) 699-1961, audrey.porcella@sandag.org

Attachments:

1. Discussion Memo
2. 2021 Active Transportation Program – Statewide Component Staff Recommendations
3. 2021 Regional ATP Funding Recommendations, Evaluator Scores, and Contingency Lists of Projects
4. Resolution No. 2021-18: Approving the Proposed List of Regional Active Transportation Program Projects and Funding Recommendations to the California Transportation Commission

Action: **Recommend**

The Transportation Committee is asked to recommend that the Board of Directors:

1. adopt Resolution No. 2021-18, certifying the results of the San Diego Regional Active Transportation Program (ATP); and
2. recommend that the California Transportation Commission fund the San Diego Regional ATP projects consistent with Attachment 3.

Fiscal Impact:

Pending adoption by the Board of Directors and the California Transportation Commission, the regional Active Transportation Program would provide approximately \$16 million in state and federal funding to active transportation projects, including approximately \$12 million for one SANDAG project.

Schedule/Scope Impact:

Funding could be distributed between 2019 and 2023.

Discussion Memo

Active Transportation Program Background

Approximately \$891 million in state and federal funding was budgeted by the California Transportation Commission (CTC) for the 2021 Active Transportation Program (ATP) over four years, beginning with FY 2021-2022. Fifty percent of the funding was competitively awarded for projects selected by the CTC on a statewide basis, and 10% of the funding was distributed to small urban and rural regions. The remaining 40% of the funding will be allocated for projects selected through the regional competitive processes. The estimated funding available for the San Diego region is approximately \$16 million total, or about \$4 million per year. In addition, a minimum of 25% of the funds in both the statewide and regional programs must benefit disadvantaged communities as defined in the CTC ATP Guidelines.

Eligible agencies include cities, counties, and Metropolitan Planning Organizations (MPOs), as well as transit agencies, natural resources or public land agencies, public schools or school districts, tribal governments, and private nonprofit tax-exempt organizations.

Statewide and Regional Competitions for the 2021 Active Transportation Program

Statewide Active Transportation Program Competition

The CTC announced the 2021 ATP call for projects on March 25, 2020. Applications were received for 454 projects, requesting approximately \$2.3 billion in ATP funds. On February 8, 2021, CTC staff released the list of projects recommended for funding for the statewide and small urban and rural components of the ATP. Thirty-seven projects were submitted from the San Diego region, and four of those projects – one each from SANDAG and the cities of Oceanside, Imperial Beach and National City – were recommended by CTC staff to be considered for funding (Attachment 2). One application from the San Diego region was deemed ineligible by the CTC. The remaining 32 projects that were not recommended for the statewide component remain eligible for the regional ATP. The CTC adopted the list of projects recommended for funding for the statewide and small urban and rural components at its meeting on March 24-25, 2021.

Regional Active Transportation Program Competition

At its March 27, 2020, meeting, the Board of Directors approved the scoring criteria for the 2019 Regional ATP competitive program. The CTC adopted the criteria at its meeting on June 24, 2020.

SANDAG is both an eligible applicant as a Regional Transportation Planning Agency and has a role as an MPO to administer the regional program. To ensure that the evaluation process is open and transparent and does not give advantage to SANDAG projects, SANDAG staff directly associated with applications did not have a role in evaluating project applications or the facilitation of the regional competitive process. This work was carried out independently by the SANDAG Grants Division. Additionally, the SANDAG Quality Assurance team performed an independent review of the project scores and rankings, checking for consistency with the evaluation committee score sheets, and correct formulas and calculations used for scores. No errors were found during this independent review.

In accordance with CTC ATP Guidelines, SANDAG assembled a multidisciplinary evaluation panel to assist in evaluating project applications. The evaluation panel was composed of volunteers who had not submitted an ATP application and had expertise in biking and pedestrian transportation, including safe routes to school projects and projects benefitting disadvantaged communities.

Projects received scores for qualitative criteria from the evaluation panel members and scores for quantitative criteria from SANDAG staff in the Grants Division, in accordance with the scoring criteria approved by the Board. Scores for quantitative criteria were informed by data provided by the SANDAG Data, Analysis, and Modeling Department. A project's quantitative score was added to the qualitative scores provided by each evaluator to determine a total score. This was done for all projects. Then, for each evaluator, the projects were ranked based on their total scores. The sum of all evaluators' ranks for each project dictated the final project ranking order, with the lowest sum of ranks representing the highest rating and the highest sum of

ranks representing the lowest rating. The project evaluation process resulted in application rankings with 1 of the 32 projects being recommended for full funding, and 1 project being recommended for partial funding (City of La Mesa). Grants Division staff has confirmed with the City of La Mesa that partial funding will be accepted, the funds can be used effectively on the project, and the scope of the project will remain the same as the scope of the project in the original project application. The results of this process are set forth in Attachment 3.

In conformance with the CTC guidelines, a minimum of 25% of the funds distributed to each MPO must benefit disadvantaged communities. Both of the projects recommended for funding will benefit disadvantaged communities, which exceeds the minimum requirement.

Contingency Projects

In accordance with the ATP Guidelines, applications awarded ATP funding must be ready to allocate ATP funds within the applicable fiscal years of the program. ATP projects will be monitored closely by CTC staff to ensure timely delivery within the identified constraints of the program. In the event that a project is unable to allocate the awarded funds or obtain an extension within the timeframe identified by the CTC, the next highest ranked project on Attachment 3 (including a project that may have been partially funded) would receive ATP funds in place of the originally selected project. In this instance, the project that fails to meet its delivery timeline would forfeit the unspent portion of its ATP funds and would have to compete again to receive ATP or other funds. The 30 projects not recommended for funding in the 2021 ATP as well as those unable to meet the four prior ATP cycle allocation deadlines may re-compete in the next ATP competition, the 2023 ATP, which is anticipated to occur in 2022. Contingency projects would be ineligible if they are awarded funds through the 2023 ATP competition or from another funding source. The contingency list would expire after the approval of the 2023 ATP funding recommendations.

California Transportation Commission
2021 Active Transportation Program - Statewide Component
Staff Recommendations
(\$1000s)

Attachment 2

Application ID	County	Project Title	Total Project Cost	Recommended Funding	21-22	22-23	23-24	24-25	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
Active Transportation Resource Center	Various	Active Transportation Resource Center	\$ 4,000	\$ 4,000	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000	Non-Infrastructure	N/A	N/A	N/A
3-Sacramento, City of-1	Sacramento	Franklin Boulevard Complete Street Project	\$ 16,265	\$ 9,323	\$ -	\$ -	\$ 9,323	\$ -	\$ -	\$ -	\$ -	\$ 9,323	\$ -	Infrastructure - Large	x		99
4-Oakland, City of-1 [§]	Alameda	7th Street Connection Project	\$ 21,037	\$ 14,180	\$ -	\$ -	\$ -	\$ 14,180	\$ -	\$ -	\$ -	\$ 14,180	\$ -	Infrastructure - Large	x		98
6-Huron, City of-1*	Fresno	City of Huron Bicyclist and Pedestrian Safety Improvement Project	\$ 1,969	\$ 1,769	\$ 125	\$ 1,644	\$ -	\$ -	\$ 25	\$ 100	\$ -	\$ 1,644	\$ -	Infrastructure - Small	x	x	98
8-Perris, City of-1	Riverside	City of Perris Bike and Pedestrian Network Project	\$ 1,999	\$ 1,931	\$ 35	\$ 1,896	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,896	\$ 35	Infrastructure + NI - Small	x		97
8-San Bernardino County-2*	San Bernardino	Muscoy Area Safe Routes to School Pedestrian Improvements Project	\$ 2,355	\$ 1,881	\$ 112	\$ 463	\$ -	\$ 1,306	\$ 112	\$ 160	\$ 303	\$ 1,271	\$ 35	Infrastructure + NI - Medium	x	x	97
6-Fresno County-1	Fresno	Biola Community Sidewalks	\$ 1,498	\$ 1,255	\$ -	\$ -	\$ 1,255	\$ -	\$ -	\$ -	\$ -	\$ 1,255	\$ -	Infrastructure - Small	x	x	96
7-Los Angeles, City of-3*	Los Angeles	SRTS Carver Middle, Ascot Avenue and Harmony Elementary Schools	\$ 6,700	\$ 6,030	\$ 801	\$ -	\$ 290	\$ 4,939	\$ 801	\$ 290	\$ -	\$ 4,939	\$ -	Infrastructure - Medium	x	x	96
7-Los Angeles, City of-5*	Los Angeles	SRTS Panorama City Elementary School Project	\$ 6,832	\$ 6,149	\$ 756	\$ -	\$ 329	\$ 5,064	\$ 756	\$ 329	\$ -	\$ 5,064	\$ -	Infrastructure - Medium	x	x	96
3-Sacramento County-2	Sacramento	South Sacramento County Safe Routes to School Project	\$ 1,946	\$ 1,946	\$ 95	\$ 390	\$ 1,461	\$ -	\$ 95	\$ 190	\$ 200	\$ 1,381	\$ 80	Infrastructure + NI - Small	x	x	96
8-Ontario, City of-1*	San Bernardino	Vine Ave & B St Bike Boulevard Project	\$ 4,881	\$ 4,392	\$ 513	\$ -	\$ 3,879	\$ -	\$ 45	\$ 468	\$ -	\$ 3,879	\$ -	Infrastructure - Medium	x		96
5-Watsonville, City of-1* [§]	Santa Cruz	Safer Access to Pajaro Valley High School and Beyond	\$ 15,823	\$ 11,709	\$ 1,168	\$ 10,541	\$ -	\$ -	\$ -	\$ -	\$ 521	\$ 10,541	\$ 647	Infrastructure + NI - Large	x	x	96
7-Long Beach, City of-1*	Los Angeles	Downtown Long Beach Walkable Corners	\$ 8,771	\$ 7,893	\$ 768	\$ 450	\$ -	\$ 6,675	\$ 225	\$ 450	\$ -	\$ 6,675	\$ 543	Infrastructure + NI - Large	x		95
7-Maywood, City of-1	Los Angeles	City of Maywood Active Transportation Plan	\$ 263	\$ 263	\$ 263	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 263	Plan	x	x	95
10-Mariposa County-1*	Mariposa	Mariposa Elementary School Connectivity Project	\$ 1,900	\$ 1,900	\$ 100	\$ -	\$ 1,800	\$ -	\$ 100	\$ -	\$ -	\$ 1,800	\$ -	Infrastructure - Small	x	x	95
10-Mariposa County-2	Mariposa	Mariposa Creek Parkway	\$ 5,176	\$ 4,415	\$ 200	\$ 1,200	\$ -	\$ 3,015	\$ 200	\$ 450	\$ 750	\$ 3,015	\$ -	Infrastructure - Medium	x		95
8-Riverside County-10*	Riverside	Riverside County Safe Routes for All - San Jacinto	\$ 600	\$ 600	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	Non-Infrastructure	x	x	95
11-San Diego Association of Governments (SANDAG)-1	San Diego	Orange Family Friendly Street Project	\$ 5,660	\$ 4,317	\$ -	\$ 4,317	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,317	\$ -	Infrastructure - Medium	x	x	95
5-San Luis Obispo County-1 [§]	San Luis Obispo	San Luis Obispo County-Bob Jones Trail Gap Closure	\$ 23,414	\$ 18,248	\$ 2,295	\$ 15,953	\$ -	\$ -	\$ -	\$ 321	\$ 1,974	\$ 15,953	\$ -	Infrastructure - Large	x		95
2-Redding, City of-2*	Shasta	Turtle Bay to Downtown Gap Completion Project	\$ 3,935	\$ 2,665	\$ -	\$ -	\$ 50	\$ 2,615	\$ -	\$ -	\$ 50	\$ 2,462	\$ 153	Infrastructure + NI - Medium	x	x	95
4-Fairfield, City of-1 [§]	Solano	West Texas Street Complete Streets Project	\$ 16,922	\$ 10,903	\$ -	\$ 955	\$ 9,948	\$ -	\$ -	\$ 838	\$ -	\$ 9,948	\$ 117	Infrastructure + NI - Large	x	x	95
3-West Sacramento, City of-2	Yolo	Sycamore Trail (Phase 2) Bicycle/Pedestrian Overcrossing	\$ 11,538	\$ 3,500	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ -	Infrastructure - Large	x		95
6-Fresno, City of-1	Fresno	Kids Crossing: Safe Routes to School in South Fresno	\$ 1,636	\$ 1,636	\$ 141	\$ 14	\$ 1,481	\$ -	\$ 3	\$ 138	\$ 14	\$ 1,441	\$ 40	Infrastructure + NI - Small	x	x	94
1-Arcata, City of-1	Humboldt	Arcata Annie & Mary Trail Connectivity Project	\$ 5,286	\$ 4,220	\$ 67	\$ 495	\$ 3,658	\$ -	\$ 67	\$ 240	\$ 255	\$ 3,658	\$ -	Infrastructure - Medium	x		94
7-South El Monte, City of-1*	Los Angeles	South El Monte Safe Routes to School Pedestrian Safety Project	\$ 1,637	\$ 1,637	\$ 140	\$ 1,497	\$ -	\$ -	\$ 10	\$ 130	\$ -	\$ 1,497	\$ -	Infrastructure - Small	x	x	94
11-Oceanside, City of-1*	San Diego	Laurel Elementary Safe Routes to School	\$ 1,535	\$ 1,522	\$ 447	\$ 1,075	\$ -	\$ -	\$ 160	\$ 160	\$ -	\$ 1,075	\$ 127	Infrastructure + NI - Small	x	x	94
6-Porterville, City of-2	Tulare	Butterfield Stage Corridor (Henderson Avenue to Date Avenue)	\$ 4,650	\$ 4,000	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	Infrastructure - Medium	x		94
6-Porterville, City of-4	Tulare	Butterfield Stage Corridor (W North Grand Ave to College Ave)	\$ 7,750	\$ 7,100	\$ -	\$ 7,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,100	\$ -	Infrastructure - Large	x		94

California Transportation Commission
2021 Active Transportation Program - Statewide Component
Staff Recommendations
(\$1000s)

Application ID	County	Project Title	Total Project Cost	Recommended Funding	21-22	22-23	23-24	24-25	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-Contra Costa County-2*	Contra Costa	North Bailey Road Active Transportation Corridor	\$ 6,845	\$ 6,159	\$ 499	\$ -	\$ 5,660	\$ -	\$ 499	\$ -	\$ -	\$ 5,660	\$ -	Infrastructure - Medium	x	x	93
6-Delano, City of-1*	Kern	ATP-5 SRTS Intersection Enhancement and NI Work Plan	\$ 1,178	\$ 1,164	\$ -	\$ -	\$ 1,164	\$ -	\$ -	\$ 140	\$ -	\$ 949	\$ 75	Infrastructure + NI - Small	x	x	93
7-Bell Gardens, City of-1	Los Angeles	Bell Gardens Complete Streets Improvements - Phase 1	\$ 6,999	\$ 6,499	\$ 200	\$ 6,299	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ 6,299	\$ -	Infrastructure - Medium	x		93
7-Long Beach, City of-2*	Los Angeles	Pacific Avenue Cycle Track	\$ 8,332	\$ 7,498	\$ 225	\$ 1,533	\$ -	\$ 5,740	\$ 225	\$ 675	\$ -	\$ 5,740	\$ 858	Infrastructure + NI - Large	x		93
7-Los Angeles, City of-11*§	Los Angeles	Connecting Canoga Park Through Safety and Urban Cooling	\$ 38,655	\$ 30,731	\$ 3,567	\$ -	\$ 1,921	\$ 25,243	\$ 3,567	\$ 1,921	\$ -	\$ 25,243	\$ -	Infrastructure - Large	x		93
7-Los Angeles, City of-4*	Los Angeles	SRTS Berendo Middle and 3 Feeder Elementary Schools Safety Project	\$ 11,057	\$ 9,951	\$ 188	\$ -	\$ 1,588	\$ 8,175	\$ 188	\$ 1,588	\$ -	\$ 8,175	\$ -	Infrastructure - Large	x	x	93
4-Santa Clara County-1	Santa Clara	Active and Safe Routes to a Healthier City	\$ 2,510	\$ 2,510	\$ 2,510	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,510	Non-Infrastructure	x	x	93
5-Santa Cruz, City of-2	Santa Cruz	Santa Cruz Rail Trail Segment 7 Phase 2 Construction	\$ 12,030	\$ 9,184	\$ 9,184	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,634	\$ 550	Infrastructure + NI - Large	x	x	93
4-Oakland, City of-2§	Alameda	East Oakland Neighborhood Bike Routes	\$ 21,859	\$ 17,269	\$ -	\$ -	\$ 17,269	\$ -	\$ -	\$ -	\$ -	\$ 17,269	\$ -	Infrastructure - Large	x		92
3-El Dorado County-3	El Dorado	Pollock Pines - Pony Express Trail Bicycle and Pedestrian Improvements	\$ 2,000	\$ 1,440	\$ 1,440	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,440	\$ -	Infrastructure - Small	x		92
11-Imperial Beach, City of-1*	San Diego	9th St Active Transportation Corridor	\$ 3,354	\$ 3,018	\$ 539	\$ 2,479	\$ -	\$ -	\$ -	\$ 539	\$ -	\$ 2,479	\$ -	Infrastructure - Medium	x	x	92
7-Ventura County-2*	Ventura	El Rio Pedestrian Improvement and Safe Route to School Project	\$ 6,960	\$ 6,195	\$ -	\$ 222	\$ 5,973	\$ -	\$ 222	\$ 884	\$ -	\$ 5,089	\$ -	Infrastructure - Medium	x	x	92
11-National City, City of-3†	San Diego	Highland Avenue Inter-City Bike Connection	\$ 1,897	\$ 539	\$ 58	\$ 260	\$ 221	\$ -	\$ 58	\$ 260	\$ -	\$ 221	\$ -	Infrastructure - Small	x		92
			\$ 309,654	\$ 241,541													

*Prior to programming, Caltrans will contact the applicant for project clarifications.
§Project requires a baseline agreement. Please see the SB 1 Accountability and Transparency Guidelines for more information.
†The City of National City requested \$1,895,000 for the Highland Avenue Inter-City Bike Connection project. However, only \$539,000 in programming capacity remains. Commission staff will work with the applicant to determine if the project can be delivered with available ATP funding.

Abbreviations, Acronyms, and Initialisms
CON: Construction Phase
DAC: Disadvantaged Community
NI: Non-Infrastructure
PA&ED: Environmental Phase
PS&E: Plans, Specifications & Estimates Phase
ROW: Right-of-Way Phase
SRTS: Safe Routes to School

Projects Recommended for Funding

Project ID	Implementing Agency	Project Application No.	Project Name	Total ATP Request \$	ATP Funding Recommendation	DAC ¹ ?	Final Scores					Ranks					SUM of Ranks	Final Rank
				E1	E2	E3	E4	E5	E1	E2	E3	E4	E5					
SAN4	SANDAG	11-San Diego Association of Governments (SANDAG)-4	Inland Rail Trail - Gap Connector	\$ 12,057,000	\$ 12,057,000.00	Yes	143	154	139	154	172	8	4	1	2	5	20	1
LM1	La Mesa	11-La Mesa, City of 1	La Mesa Bike and Sidewalk Connection Project	\$ 4,418,000	\$ 3,962,000.00	Yes	134	157	136	146	174	11	3	4	4	3	25	2
				\$ 16,475,000	\$ 16,019,000.00													

Project recommended for full funding

Project recommended for partial funding

Projects Recommended as Contingency Projects

Project ID	Implementing Agency	Project Application No.	Project Name	Total ATP Request \$	ATP Funding Recommendation	DAC ¹ ?	Final Scores					Ranks					SUM of Ranks	Final Rank
				E1	E2	E3	E4	E5	E1	E2	E3	E4	E5					
SD3	San Diego	11-San Diego, City of-3	Southeastern San Diego Safe Routes to School	\$ 666,000	\$ -	Yes	174	158	132	132	167	1	2	5	10	9	27	3
EC1	El Cajon	11-El Cajon, City of-1	Johnson Avenue Neighborhood Trail & School Connections Project	\$ 4,220,000	\$ -	Yes	130	147	139	148	169	13	7	2	3	6	31	4
SAN2	SANDAG	11-San Diego Association of Governments (SANDAG)-2	San Diego Regional Active Transportation Plan	\$ 1,750,000	\$ -	Yes	165	144	126	162	150	3	9	9	1	15	37	5
SAN3	SANDAG	11-San Diego Association of Governments (SANDAG)-3	Uptown Phase Four: Mission Hills to Old Town Bikeway	\$ 3,950,000	\$ -	Yes	145	134	129	134	174	6	16	8	6	4	40	6
CO2	County	11-San Diego, County of-2	Bridging the Safe Routes to School Gap in El Cajon	\$ 800,000	\$ -	Yes	170	160	107	126	168	2	1	19	11	8	41	7
O3	Oceanside	11-Oceanside, City of-3	Coastal Rail Trail from Oceanside Boulevard to Morse Street	\$ 7,659,000	\$ -	Yes	133	150	129	123	168	12	6	6	14	7	45	8
EC2	El Cajon	11-El Cajon, City of-2	Main Street - Green Street Ph II	\$ 1,838,000	\$ -	Yes	144	130	126	132	175	7	19	10	9	2	47	9
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase I	\$ 5,770,000	\$ -	Yes	122	144	129	123	178	19	8	7	15	1	50	10
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	\$ 1,953,000	\$ -	Yes	128	135	137	132	167	14	15	3	8	10	50	10
ES1	Escondido	11-Escondido, City of-1	Comprehensive Active Transportation Strategy Plan	\$ 250,000	\$ -	Yes	157	135	109	138	150	4	14	18	5	15	56	12
SD2	San Diego	11-San Diego, City of-2	Downtown Mobility Complete Streets Phase 3B	\$ 9,000,000	\$ -	Yes	134	136	126	134	138	9	13	11	7	19	59	13
LG1	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street - Phases 4 thru 6	\$ 5,609,000	\$ -	Yes	123	152	123	126	157	17	5	14	12	12	60	14
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Streetscape - Phase 2	\$ 20,000,000	\$ -	No	134	137	111	112	150	10	12	17	21	14	74	15
NC2	National City	11-National City, City of-2	Civic Center Drive Protected Bikeway	\$ 1,888,000	\$ -	Yes	127	138	124	113	132	15	11	13	19	21	79	16
V1	Vista	11-Vista, City of-1	Rancho Minerva Safe Routes to School	\$ 3,502,000	\$ -	Yes	113	131	125	124	129	20	18	12	13	25	88	17
SD5	San Diego	11-San Diego, City of-5	Streamview Drive Improvements Phase 2	\$ 12,000,000	\$ -	Yes	106	116	119	120	152	23	22	15	16	13	89	18
SD4	San Diego	11-San Diego, City of-4	Active Transportation Engagement Program	\$ 317,000	\$ -	No	149	141	97	80	129	5	10	24	26	27	92	19
V2	Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	\$ 3,734,000	\$ -	Yes	123	123	107	115	134	18	20	20	18	20	96	20
SB1	Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Complete Streets Project	\$ 10,754,000	\$ -	No	124	122	103	116	131	16	21	21	17	22	97	21
NC1	National City	11-National City, City of-1	El Toyon Multi-Use Path	\$ 1,268,000	\$ -	Yes	112	132	115	112	131	21	17	16	20	23	97	21
SD1	San Diego	11-San Diego, City of-1	Coastal Rail Trail - Gilman Drive	\$ 18,147,000	\$ -	No	108	107	98	92	160	22	24	23	23	11	103	23
ES2	Escondido	11-Escondido, City of-2	Hidden Valley Middle School Safe Routes to School Improvements	\$ 6,907,000	\$ -	Yes	89	116	94	89	142	26	23	25	24	18	116	24
EN1	Encinitas	11-Encinitas, City of-1	Birmingham Drive Complete Streets Project	\$ 7,639,000	\$ -	No	103	102	92	93	130	24	25	26	22	24	121	25
CO3	County	11-San Diego, County of-3	Allen School Road SRTS Sidewalk and Bicycle Lanes	\$ 1,964,000	\$ -	No	92	88	98	81	122	25	26	22	25	28	126	26
CO4	County	11-San Diego, County of-4	Arnold Way Sidewalk	\$ 1,612,000	\$ -	No	71	81	78	72	146	29	28	29	28	17	131	27
CO6	County	11-San Diego, County of-6	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	\$ 154,000	\$ -	No	78	68	86	77	122	27	29	27	27	29	139	28
O2	Oceanside	11-Oceanside, City of-2	Palmquist Elementary and Lincoln Middle Safe Routes to School	\$ 1,411,000	\$ -	No	78	82	69	57	129	28	27	30	29	26	140	29
CO1	County	11-San Diego, County of-1	SR-67 Multi-Use Undercrossing	\$ 4,653,000	\$ -	Yes	59	54	79	52	117	31	32	28	30	30	151	30
CO5	County	11-San Diego, County of-5	Camino San Bernardo at Deer Ridge Road Traffic Signal	\$ 318,000	\$ -	No	59	55	61	52	115	30	31	31	31	31	154	31
S1	Santee	11-Santee, City of-1	Santee Safe Routes to School Pedestrian Ramp Project	\$ 1,868,000	\$ -	No	48	57	49	41	74	32	30	32	32	32	158	32

¹ Disadvantaged community

2021 Regional ATP Funding Recommendations - Evaluator 1 Detailed Scores

NON-INFRASTRUCTURE (NI) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (EEA ¹ , Plan)
ES1	Escondido	11-Escondido, City of-1	Comprehensive Active Transportation Strategy Plan	Plan
SAN2	SANDAG	11-San Diego Association of Governments (SANDAG)-2	San Diego Regional Active Transportation Plan	Plan
CO2	County	11-San Diego, County of-2	Bridging the Safe Routes to School Gap in El Cajon	EEA
SD3	San Diego	11-San Diego, City of-3	Southeastern San Diego Safe Routes to School	EEA
SD4	San Diego	11-San Diego, City of-4	Active Transportation Engagement Program	EEA

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-11	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$250	\$250	\$0	0.0%	147	1.7	5
\$1,990	\$1,750	\$240	12.1%	163	10.7	1
\$800	\$800	\$0	0.0%	165	4.8	2
\$666	\$666	\$0	0.0%	167	4.0	3
\$317	\$317	\$0	0.0%	139	2.3	4

1	2	3A	3B	3C	4	5	6	7	8	9	10	11	12
18.0	26	25	2	6	30	15			15		10	0	10
24.0	30	25	1	8	30	12			15		15	3	2
	28	25	1	8	30	15	18	10	15	5	10	0	4.8
	28	25	2	8	30	15	20	12	12	5	10	0	7.2
	28	25	2	6	25	12	18	15	8	0	0	0	9.6

Total Score	Evaluator Rank
157	4
165	3
170	2
174	1
149	5

INFRASTRUCTURE (I) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI)
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase I	I Large
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I Medium
CO1	County	11-San Diego, County of-1	SR-67 Multi-Use Undercrossing	I Medium
CO3	County	11-San Diego, County of-3	Allen School Road SRTS Sidewalk and Bicycle Lanes	I Small
CO4	County	11-San Diego, County of-4	Arnold Way Sidewalk	I Small
CO5	County	11-San Diego, County of-5	Camino San Bernardo at Deer Ridge Road Traffic Signal	I Small
CO6	County	11-San Diego, County of-6	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	I Small
EC1	El Cajon	11-El Cajon, City of-1	Johnson Avenue Neighborhood Trail & School Connections Project	I + NI - Medium
EC2	El Cajon	11-El Cajon, City of-2	Main Street - Green Street Ph II	I Small
EN1	Encinitas	11-Encinitas, City of-1	Birmingham Drive Complete Streets Project	I + NI - Large
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Streetscape - Phase 2	I + NI - Large
ES2	Escondido	11-Escondido, City of-2	Hidden Valley Middle School Safe Routes to School Improvements	I Medium
LM1	La Mesa	11-La Mesa, City of 1	La Mesa Bike and Sidewalk Connection Project	I + NI - Medium
LG1	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street - Phases 4 thru 6	I Medium
NC1	National City	11-National City, City of-1	El Toyon Multi-Use Path	I Small
NC2	National City	11-National City, City of-2	Civic Center Drive Protected Bikeway	I Small
O2	Oceanside	11-Oceanside, City of-2	Palmquist Elementary and Lincoln Middle Safe Routes to School	I + NI - Small
O3	Oceanside	11-Oceanside, City of-3	Coastal Rail Trail from Oceanside Boulevard to Morse Street	I Large
SD1	San Diego	11-San Diego, City of-1	Coastal Rail Trail - Gilman Drive	I Large
SD2	San Diego	11-San Diego, City of-2	Downtown Mobility Complete Streets Phase 3B	I Large
SD5	San Diego	11-San Diego, City of-5	Streamview Drive Improvements Phase 2	I Large
SAN3	SANDAG	11-San Diego Association of Governments (SANDAG)-3	Uptown Phase Four: Mission Hills to Old Town Bikeway	I Medium
SAN4	SANDAG	11-San Diego Association of Governments (SANDAG)-4	Inland Rail Trail - Gap Connector	I Large
S1	Santee	11-Santee, City of-1	Santee Safe Routes to School Pedestrian Ramp Project	I Small
SB1	Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Complete Streets Project	I + NI - Large
V1	Vista	11-Vista, City of-1	Rancho Minerva Safe Routes to School	I Medium
V2	Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I Medium

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-9	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$9,060	\$5,770	\$3,290	36.3%	118	49	11
\$2,339	\$1,953	\$386	16.5%	120	16	22
\$4,653	\$4,653	\$0	0.0%	57	82	6
\$1,964	\$1,964	\$0	0.0%	84	23	20
\$1,612	\$1,612	\$0	0.0%	64	25	19
\$318	\$318	\$0	0.0%	50	6	26
\$154	\$154	\$0	0.0%	68	2	27
\$4,620	\$4,220	\$400	8.7%	124	34	15
\$1,998	\$1,838	\$160	8.0%	135	14	24
\$9,517	\$7,639	\$1,878	19.7%	100	76	8
\$41,577	\$20,000	\$21,577	51.9%	133	150	2
\$6,997	\$6,907	\$90	1.3%	86	80	7
\$4,488	\$4,418	\$70	1.6%	128	34	14
\$5,666	\$5,609	\$57	1.0%	119	47	12
\$1,320	\$1,268	\$52	3.9%	103	12	25
\$1,890	\$1,888	\$2	0.1%	118	16	23
\$1,424	\$1,411	\$13	0.9%	70	20	21
\$9,075	\$7,659	\$1,416	15.6%	130	59	10
\$22,957	\$18,147	\$4,810	21.0%	107	169	1
\$9,000	\$9,000	\$0	0.0%	131	69	9
\$14,562	\$12,000	\$2,562	17.6%	105	114	3
\$5,689	\$3,950	\$1,739	30.6%	138	29	18
\$15,825	\$12,057	\$3,768	23.8%	141	86	5
\$1,868	\$1,868	\$0	0.0%	44	43	13
\$12,214	\$10,754	\$1,460	12.0%	122	88	4
\$3,687	\$3,502	\$185	5.0%	107	33	16
\$3,931	\$3,734	\$197	5.0%	117	32	17

1	2A	2B	2C	2D	3A	3B	3C	3D	4A	4B	4C	5	6	7	8	9	10	Total Score	Evaluator Rank
11.0	6.0	12.0	6	8	10	14	13	5	1	2	2	6	4	6	6	6	4.1	122	19
8.9	8.0	12.0	10	0	12	13	14	5	2	2	4	4	7	6	8	4	8.1	128	14
0.5	0.0	0.0	5	8	6	10	9	1	1	1	1	4	2	6	2	0	2.2	59	31
2.4	6.0	2.0	8	5	12	12	17	7	1	1	1	2	2	6	0	0	7.4	92	25
4.0	6.0	4.0	0	8	12	10	7	0	1	1	1	2	2	6	0	0	7.0	71	29
1.8	0.0	0.0	0	0	8	5	6	6	0	1	1	13	2	6	0	0	9.6	59	30
4.0	0.0	0.0	0	10	10	5	5	11	0	1	1	13	2	6	0	0	10.0	78	27
10.2	6.0	12.0	5	5	10	13	13	10	6	2	2	7	6	6	8	3	5.6	130	13
10.4	8.0	10.0	10	10	8	15	14	10	3	2	2	8	6	6	10	3	8.9	144	7
4.4	6.0	0.0	5	7	6	15	10	9	6	2	2	12	6	6	0	4	3.0	103	24
6.0	8.0	10.0	8	8	12	18	14	10	6	2	5	4	8	6	0	8	0.7	134	10
6.0	0.0	4.0	2	8	10	11	11	4	5	2	1	2	2	6	10	2	2.6	89	26
11.3	8.0	12.0	10	10	12	8	13	6	3	2	6	4	7	6	8	2	5.2	134	11
7.0	6.0	12.0	6	8	10	13	13	6	3	1	5	3	8	6	10	2	4.4	123	17
10.5	0.0	10.0	5	4	10	10	14	5	3	2	4	2	5	6	10	2	9.3	112	21
9.4	6.0	10.0	8	6	14	12	14	5	3	2	4	2	5	6	10	2	8.5	127	15
1.9	0.0	6.0	0	7	6	11	8	1	4	2	3	7	5	6	0	2	7.8	78	28
7.8	8.0	12.0	10	10	12	12	14	3	4	2	6	5	9	6	6	3	3.7	133	12
8.4	8.0	12.0	8	8	5	10	8	6	3	2	5	9	5	6	0	4	0.4	108	22
13.7	8.0	12.0	10	4	10	12	15	6	3	2	5	7	8	6	9	0	3.3	134	9
8.3	0.0	10.0	4	3	9	12	13	3	2	2	3	12	6	6	8	4	1.1	106	23
12.4	8.0	12.0	7	6	12	14	13	12	3	1	6	8	8	6	5	5	6.7	145	6
9.9	8.0	12.0	10	10	12	12	13	3	6	1	6	9	9	6	10	4	1.9	143	8
5.6	6.0	4.0	0	2	6	4	4	0	4	2	1	3	2	0	0	0	4.8	48	32
6.2	6.0	12.0	8	8	9	15	13	10	6	2	3	9	6	6	0	3	1.5	124	16
6.3	6.0	10.0	5	8	10	12	14	3	1	2	2	6	6	6	8	2	5.9	113	20
7.6	0.0	10.0	6	10	12	16	14	6	1	2	4	4	6	6	10	2	6.3	123	18

Project Information
Calculations for Cost-Effectiveness Criterion (#10 for Non-infrastructure projects; #12 for Infrastructure Projects)
Quantitative Criteria scored by SANDAG Grants Division staff
Qualitative Criteria scored by evaluator
Project Total Score and Evaluator Project Ranking

¹ Education, Encouragement, and Awareness

2021 Regional ATP Funding Recommendations - Evaluator 2 Detailed Scores

NON-INFRASTRUCTURE (NI) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (EEA ¹ , Plan)
ES1	Escondido	11-Escondido, City of-1	Comprehensive Active Transportation Strategy Plan	Plan
SAN2	SANDAG	11-San Diego Association of Governments (SANDAG)-2	San Diego Regional Active Transportation Plan	Plan
CO2	County	11-San Diego, County of-2	Bridging the Safe Routes to School Gap in El Cajon	EEA
SD3	San Diego	11-San Diego, City of-3	Southeastern San Diego Safe Routes to School	EEA
SD4	San Diego	11-San Diego, City of-4	Active Transportation Engagement Program	EEA

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-11	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$250	\$250	\$0	0.0%	125	2.0	5
\$1,990	\$1,750	\$240	12.1%	142	12.3	1
\$800	\$800	\$0	0.0%	155	5.2	2
\$666	\$666	\$0	0.0%	151	4.4	3
\$317	\$317	\$0	0.0%	131	2.4	4

1	2	3A	3B	3C	4	5	6	7	8	9	10	11	12
18.0	23	25	2	6	25	5			13		8	0	10
24.0	24	25	1	5	26	14			12		8	3	2
	26	25	1	8	25	13	18	12	13	5	9	0	4.8
	25	26	2	6	27	7	18	11	14	5	10	0	7.2
	23	24	2	7	25	5	18	14	10	0	3	0	9.6

Total Score	Evaluator Rank
135	14
144	9
160	1
158	2
141	10

INFRASTRUCTURE (I) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI)
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase I	I Large
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I Medium
CO1	County	11-San Diego, County of-1	SR-67 Multi-Use Undercrossing	I Medium
CO3	County	11-San Diego, County of-3	Allen School Road SRTS Sidewalk and Bicycle Lanes	I Small
CO4	County	11-San Diego, County of-4	Arnold Way Sidewalk	I Small
CO5	County	11-San Diego, County of-5	Camino San Bernardo at Deer Ridge Road Traffic Signal	I Small
CO6	County	11-San Diego, County of-6	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	I Small
EC1	El Cajon	11-El Cajon, City of-1	Johnson Avenue Neighborhood Trail & School Connections Project	I + NI - Medium
EC2	El Cajon	11-El Cajon, City of-2	Main Street - Green Street Ph II	I Small
EN1	Encinitas	11-Encinitas, City of-1	Birmingham Drive Complete Streets Project	I + NI - Large
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Streetscape - Phase 2	I + NI - Large
ES2	Escondido	11-Escondido, City of-2	Hidden Valley Middle School Safe Routes to School Improvements	I Medium
LM1	La Mesa	11-La Mesa, City of 1	La Mesa Bike and Sidewalk Connection Project	I + NI - Medium
LG1	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street - Phases 4 thru 6	I Medium
NC1	National City	11-National City, City of-1	El Toyon Multi-Use Path	I Small
NC2	National City	11-National City, City of-2	Civic Center Drive Protected Bikeway	I Small
O2	Oceanside	11-Oceanside, City of-2	Palmquist Elementary and Lincoln Middle Safe Routes to School	I + NI - Small
O3	Oceanside	11-Oceanside, City of-3	Coastal Rail Trail from Oceanside Boulevard to Morse Street	I Large
SD1	San Diego	11-San Diego, City of-1	Coastal Rail Trail - Gilman Drive	I Large
SD2	San Diego	11-San Diego, City of-2	Downtown Mobility Complete Streets Phase 3B	I Large
SD5	San Diego	11-San Diego, City of-5	Streamview Drive Improvements Phase 2	I Large
SAN3	SANDAG	11-San Diego Association of Governments (SANDAG)-3	Uptown Phase Four: Mission Hills to Old Town Bikeway	I Medium
SAN4	SANDAG	11-San Diego Association of Governments (SANDAG)-4	Inland Rail Trail - Gap Connector	I Large
S1	Santee	11-Santee, City of-1	Santee Safe Routes to School Pedestrian Ramp Project	I Small
SB1	Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Complete Streets Project	I + NI - Large
V1	Vista	11-Vista, City of-1	Rancho Minerva Safe Routes to School	I Medium
V2	Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I Medium

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-9	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$9,060	\$5,770	\$3,290	36.3%	140	41	11
\$2,339	\$1,953	\$386	16.5%	127	15	22
\$4,653	\$4,653	\$0	0.0%	53	89	5
\$1,964	\$1,964	\$0	0.0%	81	24	19
\$1,612	\$1,612	\$0	0.0%	74	22	20
\$318	\$318	\$0	0.0%	46	7	26
\$154	\$154	\$0	0.0%	58	3	27
\$4,620	\$4,220	\$400	8.7%	141	30	16
\$1,998	\$1,838	\$160	8.0%	121	15	23
\$9,517	\$7,639	\$1,878	19.7%	99	77	7
\$41,577	\$20,000	\$21,577	51.9%	136	147	2
\$6,997	\$6,907	\$90	1.3%	113	61	9
\$4,488	\$4,418	\$70	1.6%	150	29	17
\$5,666	\$5,609	\$57	1.0%	148	38	12
\$1,320	\$1,268	\$52	3.9%	123	10	25
\$1,890	\$1,888	\$2	0.1%	129	15	24
\$1,424	\$1,411	\$13	0.9%	74	19	21
\$9,075	\$7,659	\$1,416	15.6%	147	52	10
\$22,957	\$18,147	\$4,810	21.0%	106	170	1
\$9,000	\$9,000	\$0	0.0%	133	68	8
\$14,562	\$12,000	\$2,562	17.6%	115	104	3
\$5,689	\$3,950	\$1,739	30.6%	128	31	15
\$15,825	\$12,057	\$3,768	23.8%	152	79	6
\$1,868	\$1,868	\$0	0.0%	53	36	13
\$12,214	\$10,754	\$1,460	12.0%	120	89	4
\$3,687	\$3,502	\$185	5.0%	124	28	18
\$3,931	\$3,734	\$197	5.0%	118	32	14

1	2A	2B	2C	2D	3A	3B	3C	3D	4A	4B	4C	5	6	7	8	9	10	Total Score	Evaluator Rank
11.0	6.0	12.0	10	10	12	15	17	6	2	2	6	2	7	6	10	6	4.1	144	8
8.9	8.0	12.0	10	0	14	8	17	8	3	2	6	2	8	6	10	4	8.1	135	15
0.5	0.0	0.0	2	2	3	8	11	3	0	1	4	2	7	6	3	0	1.9	54	32
2.4	6.0	2.0	10	10	4	13	14	0	0	1	4	2	7	6	0	0	7.0	88	26
4.0	6.0	4.0	0	10	11	5	12	0	0	1	3	6	6	6	0	0	7.4	81	28
1.8	0.0	0.0	0	0	3	11	8	0	0	1	3	6	6	6	0	0	9.6	55	31
4.0	0.0	0.0	0	8	8	4	9	2	0	1	4	6	6	6	0	0	10.0	68	29
10.2	6.0	12.0	10	5	12	15	18	7	4	2	7	6	8	6	10	3	5.9	147	7
10.4	8.0	10.0	10	0	5	16	17	5	0	2	6	6	7	6	10	3	8.5	130	19
4.4	6.0	0.0	2	3	7	16	15	5	4	2	6	12	7	6	0	4	2.6	102	25
6.0	8.0	10.0	3	5	17	16	15	6	4	2	8	14	8	6	0	8	0.7	137	12
6.0	0.0	4.0	1	9	9	11	17	10	4	2	5	11	6	6	10	2	3.3	116	23
11.3	8.0	12.0	10	10	11	10	18	4	6	2	8	16	8	6	8	2	6.3	157	3
7.0	6.0	12.0	10	9	11	17	18	6	4	1	7	13	9	6	10	2	4.4	152	5
10.5	0.0	10.0	10	2	11	11	15	5	2	2	7	11	8	6	10	2	9.3	132	17
9.4	6.0	10.0	10	2	16	11	17	5	0	2	6	8	9	6	10	2	8.9	138	11
1.9	0.0	6.0	0	2	7	5	9	4	6	2	4	12	7	6	0	2	7.8	82	27
7.8	8.0	12.0	10	10	11	12	18	7	5	2	6	13	9	6	7	3	3.7	150	6
8.4	8.0	12.0	0	2	5	13	15	7	0	2	6	12	6	6	0	4	0.4	107	24
13.7	8.0	12.0	8	2	11	10	18	6	0	2	8	10	8	6	10	0	3.0	136	13
8.3	0.0	10.0	10	2	11	13	16	4	0	2	7	9	6	6	7	4	1.1	116	22
12.4	8.0	12.0	0	0	11	13	16	7	2	1	7	15	6	6	7	5	5.6	134	16
9.9	8.0	12.0	10	8	17	12	18	4	4	1	6	16	6	6	10	4	2.2	154	4
5.6	6.0	4.0	0	0	9	4	6	0	2	2	3	7	4	0	0	0	4.8	57	30
6.2	6.0	12.0	3	5	11	15	12	4	6	2	6	14	6	6	3	3	1.5	122	21
6.3	6.0	10.0	10	4	11	14	18	5	0	2	6	8	6	6	10	2	6.7	131	18
7.6	0.0	10.0	3	7	11	16	18	5	0	2	6	8	6	6	10	2	5.2	123	20

Project Information
Calculations for Cost-Effectiveness Criterion (#10 for Non-infrastructure projects; #12 for Infrastructure Projects)
Quantitative Criteria scored by SANDAG Grants Division staff
Qualitative Criteria scored by evaluator
Project Total Score and Evaluator Project Ranking

¹ Education, Encouragement, and Awareness

NON-INFRASTRUCTURE (NI) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (EEA ¹ , Plan)
ES1	Escondido	11-Escondido, City of-1	Comprehensive Active Transportation Strategy Plan	Plan
SAN2	SANDAG	11-San Diego Association of Governments (SANDAG)-2	San Diego Regional Active Transportation Plan	Plan
CO2	County	11-San Diego, County of-2	Bridging the Safe Routes to School Gap in El Cajon	EEA
SD3	San Diego	11-San Diego, City of-3	Southeastern San Diego Safe Routes to School	EEA
SD4	San Diego	11-San Diego, City of-4	Active Transportation Engagement Program	EEA

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-11	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$250	\$250	\$0	0.0%	99	2.5	5
\$1,990	\$1,750	\$240	12.1%	124	14.1	1
\$800	\$800	\$0	0.0%	102	7.8	2
\$666	\$666	\$0	0.0%	125	5.3	3
\$317	\$317	\$0	0.0%	87	3.6	4

1	2	3A	3B	3C	4	5	6	7	8	9	10	11	12
18.0	17	20	2	7	15	7			10		3	0	10
24.0	20	25	1	4	15	10			10		12	3	2
	20	15	1	4	15	9	10	9	10	5	4	0	4.8
	24	20	2	4	15	7	15	10	13	5	10	0	7.2
	19	15	2	6	15	3	10	12	5	0	0	0	9.6

Total Score	Evaluator Rank
109	18
126	9
107	19
132	5
97	24

INFRASTRUCTURE (I) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI)
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase I	I Large
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I Medium
CO1	County	11-San Diego, County of-1	SR-67 Multi-Use Undercrossing	I Medium
CO3	County	11-San Diego, County of-3	Allen School Road SRTS Sidewalk and Bicycle Lanes	I Small
CO4	County	11-San Diego, County of-4	Arnold Way Sidewalk	I Small
CO5	County	11-San Diego, County of-5	Camino San Bernardo at Deer Ridge Road Traffic Signal	I Small
CO6	County	11-San Diego, County of-6	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	I Small
EC1	El Cajon	11-El Cajon, City of-1	Johnson Avenue Neighborhood Trail & School Connections Project	I + NI - Medium
EC2	El Cajon	11-El Cajon, City of-2	Main Street - Green Street Ph II	I Small
EN1	Encinitas	11-Encinitas, City of-1	Birmingham Drive Complete Streets Project	I + NI - Large
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Streetscape - Phase 2	I + NI - Large
ES2	Escondido	11-Escondido, City of-2	Hidden Valley Middle School Safe Routes to School Improvements	I Medium
LM1	La Mesa	11-La Mesa, City of 1	La Mesa Bike and Sidewalk Connection Project	I + NI - Medium
LG1	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street - Phases 4 thru 6	I Medium
NC1	National City	11-National City, City of-1	El Toyon Multi-Use Path	I Small
NC2	National City	11-National City, City of-2	Civic Center Drive Protected Bikeway	I Small
O2	Oceanside	11-Oceanside, City of-2	Palmquist Elementary and Lincoln Middle Safe Routes to School	I + NI - Small
O3	Oceanside	11-Oceanside, City of-3	Coastal Rail Trail from Oceanside Boulevard to Morse Street	I Large
SD1	San Diego	11-San Diego, City of-1	Coastal Rail Trail - Gilman Drive	I Large
SD2	San Diego	11-San Diego, City of-2	Downtown Mobility Complete Streets Phase 3B	I Large
SD5	San Diego	11-San Diego, City of-5	Streamview Drive Improvements Phase 2	I Large
SAN3	SANDAG	11-San Diego Association of Governments (SANDAG)-3	Uptown Phase Four: Mission Hills to Old Town Bikeway	I Medium
SAN4	SANDAG	11-San Diego Association of Governments (SANDAG)-4	Inland Rail Trail - Gap Connector	I Large
S1	Santee	11-Santee, City of-1	Santee Safe Routes to School Pedestrian Ramp Project	I Small
SB1	Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Complete Streets Project	I + NI - Large
V1	Vista	11-Vista, City of-1	Rancho Minerva Safe Routes to School	I Medium
V2	Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I Medium

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-9	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$9,060	\$5,770	\$3,290	36.3%	125	46	12
\$2,339	\$1,953	\$386	16.5%	128	15	24
\$4,653	\$4,653	\$0	0.0%	76	62	9
\$1,964	\$1,964	\$0	0.0%	90	22	21
\$1,612	\$1,612	\$0	0.0%	71	23	20
\$318	\$318	\$0	0.0%	52	6	26
\$154	\$154	\$0	0.0%	76	2	27
\$4,620	\$4,220	\$400	8.7%	132	32	17
\$1,998	\$1,838	\$160	8.0%	117	16	23
\$9,517	\$7,639	\$1,878	19.7%	89	85	6
\$41,577	\$20,000	\$21,577	51.9%	110	182	2
\$6,997	\$6,907	\$90	1.3%	91	76	7
\$4,488	\$4,418	\$70	1.6%	130	34	15
\$5,666	\$5,609	\$57	1.0%	119	47	11
\$1,320	\$1,268	\$52	3.9%	106	12	25
\$1,890	\$1,888	\$2	0.1%	115	16	22
\$1,424	\$1,411	\$13	0.9%	62	23	19
\$9,075	\$7,659	\$1,416	15.6%	126	61	10
\$22,957	\$18,147	\$4,810	21.0%	97	186	1
\$9,000	\$9,000	\$0	0.0%	123	73	8
\$14,562	\$12,000	\$2,562	17.6%	117	102	4
\$5,689	\$3,950	\$1,739	30.6%	123	32	16
\$15,825	\$12,057	\$3,768	23.8%	137	88	5
\$1,868	\$1,868	\$0	0.0%	45	42	13
\$12,214	\$10,754	\$1,460	12.0%	102	105	3
\$3,687	\$3,502	\$185	5.0%	118	30	18
\$3,931	\$3,734	\$197	5.0%	102	37	14

1	2A	2B	2C	2D	3A	3B	3C	3D	4A	4B	4C	5	6	7	8	9	10	Total Score	Evaluator Rank	
11.0	6.0	12.0	8	10	12	14	14	4	5	2	3	2	2	6	8	6	4.4	129	7	
8.9	8.0	12.0	10	2	12	16	13	8	4	2	4	2	8	6	8	4	8.9	137	3	
0.5	0.0	0.0	2	2	6	12	16	6	5	1	5	2	4	6	8	0	3.3	79	28	
2.4	6.0	2.0	10	10	6	18	12	3	3	1	2	2	7	6	0	0	7.8	98	22	
4.0	6.0	4.0	0	10	11	6	10	0	2	1	4	2	5	6	0	0	7.4	78	29	
1.8	0.0	0.0	0	0	7	8	9	2	2	1	2	9	4	6	0	0	9.6	61	31	
4.0	0.0	0.0	0	8	7	12	12	6	5	1	3	7	5	6	0	0	10.0	86	27	
10.2	6.0	12.0	8	4	12	17	15	6	6	2	2	4	9	6	10	3	6.3	139	2	
10.4	8.0	10.0	10	0	8	16	14	6	3	2	4	4	5	6	8	3	8.5	126	10	
4.4	6.0	0.0	6	3	8	12	11	6	5	2	2	6	8	6	0	4	2.2	92	26	
6.0	8.0	10.0	6	5	12	14	11	5	5	2	2	4	6	6	0	8	0.7	111	17	
6.0	0.0	4.0	1	9	9	14	14	5	3	2	3	1	4	6	8	2	2.6	94	25	
11.3	8.0	12.0	8	8	12	14	14	7	6	2	4	4	4	6	8	2	5.6	136	4	
7.0	6.0	12.0	8	8	11	15	14	5	4	1	4	4	4	6	8	2	4.1	123	14	
10.5	0.0	10.0	9	0	10	16	14	5	3	2	4	1	5	6	8	2	9.3	115	16	
9.4	6.0	10.0	9	6	13	11	14	5	5	2	3	1	5	6	8	2	8.1	124	13	
1.9	0.0	6.0	0	0	4	10	7	6	5	2	3	4	4	5	6	0	2	7.0	69	30
7.8	8.0	12.0	10	9	11	16	14	3	4	2	4	4	4	6	8	3	3.7	129	6	
8.4	8.0	12.0	0	3	8	14	10	5	2	2	4	11	0	6	0	4	0.4	98	23	
13.7	8.0	12.0	8	2	9	14	16	6	4	2	4	4	5	6	9	0	3.0	126	11	
8.3	0.0	10.0	9	5	11	15	13	5	3	2	4	10	3	6	9	4	1.5	119	15	
12.4	8.0	12.0	6	0	11	16	13	6	5	1	4	6	4	6	8	5	5.9	129	8	
9.9	8.0	12.0	10	8	11	17	12	6	5	1	4	6	8	6	9	4	1.9	139	1	
5.6	6.0	4.0	0	0	11	5	5	0	3	2	0	1	2	0	0	0	4.8	49	32	
6.2	6.0	12.0	3	5	12	16	12	6	4	2	4	2	3	6	0	3	1.1	103	21	
6.3	6.0	10.0	10	5	9	15	15	5	4	2	4	3	7	6	9	2	6.7	125	12	
7.6	0.0	10.0	3	7	11	14	12	4	2	2	4	2	7	6	8	2	5.2	107	20	

Project Information
Calculations for Cost-Effectiveness Criterion (#10 for Non-infrastructure projects; #12 for Infrastructure Projects)
Quantitative Criteria scored by SANDAG Grants Division staff
Qualitative Criteria scored by evaluator
Project Total Score and Evaluator Project Ranking

¹ Education, Encouragement, and Awareness

2021 Regional ATP Funding Recommendations - Evaluator 4 Detailed Scores

NON-INFRASTRUCTURE (NI) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (EEA ¹ , Plan)
ES1	Escondido	11-Escondido, City of-1	Comprehensive Active Transportation Strategy Plan	Plan
SAN2	SANDAG	11-San Diego Association of Governments (SANDAG)-2	San Diego Regional Active Transportation Plan	Plan
CO2	County	11-San Diego, County of-2	Bridging the Safe Routes to School Gap in El Cajon	EEA
SD3	San Diego	11-San Diego, City of-3	Southeastern San Diego Safe Routes to School	EEA
SD4	San Diego	11-San Diego, City of-4	Active Transportation Engagement Program	EEA

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-11	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$250	\$250	\$0	0.0%	128	2.0	5
\$1,990	\$1,750	\$240	12.1%	160	10.9	1
\$800	\$800	\$0	0.0%	121	6.6	2
\$666	\$666	\$0	0.0%	125	5.3	3
\$317	\$317	\$0	0.0%	70	4.5	4

1	2	3A	3B	3C	4	5	6	7	8	9	10	11	12
18.0	21	20	2	8	26	12			11		10	0	10
24.0	27	28	1	4	28	15			12		18	3	2
	16	10	1	2	26	15	15	9	12	5	10	0	4.8
	22	20	2	10	20	10	12	8	13	0	8	0	7.2
	12	10	2	6	12	7	10	7	4	0	0	0	9.6

Total Score	Evaluator Rank
138	5
162	1
126	11
132	10
80	26

INFRASTRUCTURE (I) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI)
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase I	I Large
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I Medium
CO1	County	11-San Diego, County of-1	SR-67 Multi-Use Undercrossing	I Medium
CO3	County	11-San Diego, County of-3	Allen School Road SRTS Sidewalk and Bicycle Lanes	I Small
CO4	County	11-San Diego, County of-4	Arnold Way Sidewalk	I Small
CO5	County	11-San Diego, County of-5	Camino San Bernardo at Deer Ridge Road Traffic Signal	I Small
CO6	County	11-San Diego, County of-6	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	I Small
EC1	El Cajon	11-El Cajon, City of-1	Johnson Avenue Neighborhood Trail & School Connections Project	I + NI - Medium
EC2	El Cajon	11-El Cajon, City of-2	Main Street - Green Street Ph II	I Small
EN1	Encinitas	11-Encinitas, City of-1	Birmingham Drive Complete Streets Project	I + NI - Large
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Streetscape - Phase 2	I + NI - Large
ES2	Escondido	11-Escondido, City of-2	Hidden Valley Middle School Safe Routes to School Improvements	I Medium
LM1	La Mesa	11-La Mesa, City of 1	La Mesa Bike and Sidewalk Connection Project	I + NI - Medium
LG1	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street - Phases 4 thru 6	I Medium
NC1	National City	11-National City, City of-1	El Toyon Multi-Use Path	I Small
NC2	National City	11-National City, City of-2	Civic Center Drive Protected Bikeway	I Small
O2	Oceanside	11-Oceanside, City of-2	Palmquist Elementary and Lincoln Middle Safe Routes to School	I + NI - Small
O3	Oceanside	11-Oceanside, City of-3	Coastal Rail Trail from Oceanside Boulevard to Morse Street	I Large
SD1	San Diego	11-San Diego, City of-1	Coastal Rail Trail - Gilman Drive	I Large
SD2	San Diego	11-San Diego, City of-2	Downtown Mobility Complete Streets Phase 3B	I Large
SD5	San Diego	11-San Diego, City of-5	Streamview Drive Improvements Phase 2	I Large
SAN3	SANDAG	11-San Diego Association of Governments (SANDAG)-3	Uptown Phase Four: Mission Hills to Old Town Bikeway	I Medium
SAN4	SANDAG	11-San Diego Association of Governments (SANDAG)-4	Inland Rail Trail - Gap Connector	I Large
S1	Santee	11-Santee, City of-1	Santee Safe Routes to School Pedestrian Ramp Project	I Small
SB1	Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Complete Streets Project	I + NI - Large
V1	Vista	11-Vista, City of-1	Rancho Minerva Safe Routes to School	I Medium
V2	Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I Medium

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-9	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$9,060	\$5,770	\$3,290	36.3%	119	49	12
\$2,339	\$1,953	\$386	16.5%	124	16	23
\$4,653	\$4,653	\$0	0.0%	51	92	5
\$1,964	\$1,964	\$0	0.0%	73	27	20
\$1,612	\$1,612	\$0	0.0%	64	25	21
\$318	\$318	\$0	0.0%	43	7	26
\$154	\$154	\$0	0.0%	67	2	27
\$4,620	\$4,220	\$400	8.7%	141	30	17
\$1,998	\$1,838	\$160	8.0%	123	15	24
\$9,517	\$7,639	\$1,878	19.7%	90	85	6
\$41,577	\$20,000	\$21,577	51.9%	111	180	2
\$6,997	\$6,907	\$90	1.3%	86	80	7
\$4,488	\$4,418	\$70	1.6%	140	31	15
\$5,666	\$5,609	\$57	1.0%	121	46	13
\$1,320	\$1,268	\$52	3.9%	103	12	25
\$1,890	\$1,888	\$2	0.1%	104	18	22
\$1,424	\$1,411	\$13	0.9%	50	28	19
\$9,075	\$7,659	\$1,416	15.6%	120	64	10
\$22,957	\$18,147	\$4,810	21.0%	91	198	1
\$9,000	\$9,000	\$0	0.0%	131	69	9
\$14,562	\$12,000	\$2,562	17.6%	119	101	3
\$5,689	\$3,950	\$1,739	30.6%	128	31	16
\$15,825	\$12,057	\$3,768	23.8%	151	80	8
\$1,868	\$1,868	\$0	0.0%	37	51	11
\$12,214	\$10,754	\$1,460	12.0%	114	94	4
\$3,687	\$3,502	\$185	5.0%	117	30	18
\$3,931	\$3,734	\$197	5.0%	110	34	14

1	2A	2B	2C	2D	3A	3B	3C	3D	4A	4B	4C	5	6	7	8	9	10	Total Score	Evaluator Rank
11.0	6.0	12.0	10	8	10	12	16	2	2	2	0	2	6	6	8	6	4.4	123	15
8.9	8.0	12.0	10	8	10	15	15	6	4	2	2	2	6	6	5	4	8.5	132	8
0.5	0.0	0.0	0	0	18	18	3	0	0	1	2	2	0	6	0	0	1.9	52	30
2.4	6.0	2.0	10	10	2	15	6	5	0	1	0	2	6	6	0	0	7.4	81	25
4.0	6.0	4.0	0	10	10	6	5	0	0	1	0	6	6	6	0	0	7.8	72	28
1.8	0.0	0.0	0	0	9	12	3	0	0	1	0	10	0	6	0	0	9.6	52	31
4.0	0.0	0.0	0	8	10	8	6	6	2	1	2	6	8	6	0	0	10.0	77	27
10.2	6.0	12.0	10	9	12	15	14	10	6	2	2	6	10	6	8	3	6.3	148	3
10.4	8.0	10.0	10	0	8	16	14	6	4	2	2	6	10	6	8	3	8.9	132	9
4.4	6.0	0.0	0	10	8	15	10	6	4	2	2	9	4	6	0	4	2.2	93	22
6.0	8.0	10.0	0	8	8	18	14	8	6	2	2	2	5	6	0	8	0.7	112	21
6.0	0.0	4.0	4	8	8	14	9	4	4	2	2	2	7	6	4	2	2.6	89	24
11.3	8.0	12.0	10	10	18	12	14	6	5	2	6	2	8	6	8	2	5.6	146	4
7.0	6.0	12.0	10	10	8	13	15	4	6	1	2	6	8	6	5	2	4.8	126	12
10.5	0.0	10.0	10	10	12	12	8	5	6	2	2	2	6	0	5	2	9.3	112	20
9.4	6.0	10.0	10	0	12	10	15	4	4	2	2	2	4	6	6	2	8.1	113	19
1.9	0.0	6.0	0	0	5	6	6	4	6	2	2	2	1	6	0	2	7.0	57	29
7.8	8.0	12.0	10	5	12	12	14	5	6	2	2	2	8	6	5	3	3.7	123	14
8.4	8.0	12.0	0	5	2	8	8	6	4	2	4	9	5	6	0	4	0.4	92	23
13.7	8.0	12.0	10	6	6	14	15	12	4	2	4	6	2	6	10	0	3.3	134	7
8.3	0.0	10.0	10	5	10	18	10	8	4	2	4	6	4	6	10	4	1.1	120	16
12.4	8.0	12.0	5	0	12	14	12	8	4	1	5	6	8	6	10	5	5.9	134	6
9.9	8.0	12.0	10	8	18	16	18	8	6	1	2	6	8	6	10	4	3.0	154	2
5.6	6.0	4.0	0	0	4	4	9	0	0	2	0	2	0	0	0	0	4.1	41	32
6.2	6.0	12.0	5	10	12	15	10	6	6	2	6	2	7	6	0	3	1.5	116	17
6.3	6.0	10.0	10	5	10	18	10	6	4	2	2	4	6	6	10	2	6.7	124	13
7.6	0.0	10.0	8	10	8	14	10	6	4	2	4	2	6	6	10	2	5.2	115	18

Project Information
Calculations for Cost-Effectiveness Criterion (#10 for Non-infrastructure projects; #12 for Infrastructure Projects)
Quantitative Criteria scored by SANDAG Grants Division staff
Qualitative Criteria scored by evaluator
Project Total Score and Evaluator Project Ranking

¹ Education, Encouragement, and Awareness

NON-INFRASTRUCTURE (NI) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (EEA ¹ , Plan)
ES1	Escondido	11-Escondido, City of-1	Comprehensive Active Transportation Strategy Plan	Plan
SAN2	SANDAG	11-San Diego Association of Governments (SANDAG)-2	San Diego Regional Active Transportation Plan	Plan
CO2	County	11-San Diego, County of-2	Bridging the Safe Routes to School Gap in El Cajon	EEA
SD3	San Diego	11-San Diego, City of-3	Southeastern San Diego Safe Routes to School	EEA
SD4	San Diego	11-San Diego, City of-4	Active Transportation Engagement Program	EEA

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-11	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$250	\$250	\$0	0.0%	140	1.8	5
\$1,990	\$1,750	\$240	12.1%	148	11.8	1
\$800	\$800	\$0	0.0%	163	4.9	2
\$666	\$666	\$0	0.0%	160	4.2	3
\$317	\$317	\$0	0.0%	119	2.7	4

1	2	3A	3B	3C	4	5	6	7	8	9	10	11	12
18.0	25	24	2	8	25	15			14		9	0	10
24.0	25	25	1	8	25	15			14		8	3	2
	28	25	1	6	28	15	18	14	14	5	9	0	4.8
	25	28	2	8	25	15	18	15	14	0	10	0	7.2
	15	15	2	8	25	15	15	12	12	0	0	0	9.6

Total Score	Evaluator Rank
150	15
150	15
168	8
167	9
129	27

INFRASTRUCTURE (I) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI)
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase I	I Large
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I Medium
CO1	County	11-San Diego, County of-1	SR-67 Multi-Use Undercrossing	I Medium
CO3	County	11-San Diego, County of-3	Allen School Road SRTS Sidewalk and Bicycle Lanes	I Small
CO4	County	11-San Diego, County of-4	Arnold Way Sidewalk	I Small
CO5	County	11-San Diego, County of-5	Camino San Bernardo at Deer Ridge Road Traffic Signal	I Small
CO6	County	11-San Diego, County of-6	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	I Small
EC1	El Cajon	11-El Cajon, City of-1	Johnson Avenue Neighborhood Trail & School Connections Project	I + NI - Medium
EC2	El Cajon	11-El Cajon, City of-2	Main Street - Green Street Ph II	I Small
EN1	Encinitas	11-Encinitas, City of-1	Birmingham Drive Complete Streets Project	I + NI - Large
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Streetscape - Phase 2	I + NI - Large
ES2	Escondido	11-Escondido, City of-2	Hidden Valley Middle School Safe Routes to School Improvements	I Medium
LM1	La Mesa	11-La Mesa, City of 1	La Mesa Bike and Sidewalk Connection Project	I + NI - Medium
LG1	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street - Phases 4 thru 6	I Medium
NC1	National City	11-National City, City of-1	El Toyon Multi-Use Path	I Small
NC2	National City	11-National City, City of-2	Civic Center Drive Protected Bikeway	I Small
O2	Oceanside	11-Oceanside, City of-2	Palmquist Elementary and Lincoln Middle Safe Routes to School	I + NI - Small
O3	Oceanside	11-Oceanside, City of-3	Coastal Rail Trail from Oceanside Boulevard to Morse Street	I Large
SD1	San Diego	11-San Diego, City of-1	Coastal Rail Trail - Gilman Drive	I Large
SD2	San Diego	11-San Diego, City of-2	Downtown Mobility Complete Streets Phase 3B	I Large
SD5	San Diego	11-San Diego, City of-5	Streamview Drive Improvements Phase 2	I Large
SAN3	SANDAG	11-San Diego Association of Governments (SANDAG)-3	Uptown Phase Four: Mission Hills to Old Town Bikeway	I Medium
SAN4	SANDAG	11-San Diego Association of Governments (SANDAG)-4	Inland Rail Trail - Gap Connector	I Large
S1	Santee	11-Santee, City of-1	Santee Safe Routes to School Pedestrian Ramp Project	I Small
SB1	Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Complete Streets Project	I + NI - Large
V1	Vista	11-Vista, City of-1	Rancho Minerva Safe Routes to School	I Medium
V2	Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I Medium

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-9	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$9,060	\$5,770	\$3,290	36.3%	174	33	12
\$2,339	\$1,953	\$386	16.5%	159	12	21
\$4,653	\$4,653	\$0	0.0%	114	41	10
\$1,964	\$1,964	\$0	0.0%	115	17	19
\$1,612	\$1,612	\$0	0.0%	138	12	22
\$318	\$318	\$0	0.0%	106	3	26
\$154	\$154	\$0	0.0%	112	1	27
\$4,620	\$4,220	\$400	8.7%	162	26	17
\$1,998	\$1,838	\$160	8.0%	166	11	24
\$9,517	\$7,639	\$1,878	19.7%	127	60	7
\$41,577	\$20,000	\$21,577	51.9%	150	133	1
\$6,997	\$6,907	\$90	1.3%	139	50	8
\$4,488	\$4,418	\$70	1.6%	168	26	16
\$5,666	\$5,609	\$57	1.0%	153	37	11
\$1,320	\$1,268	\$52	3.9%	122	10	25
\$1,890	\$1,888	\$2	0.1%	124	15	20
\$1,424	\$1,411	\$13	0.9%	121	12	23
\$9,075	\$7,659	\$1,416	15.6%	165	46	9
\$22,957	\$18,147	\$4,810	21.0%	159	114	2
\$9,000	\$9,000	\$0	0.0%	136	66	6
\$14,562	\$12,000	\$2,562	17.6%	150	80	4
\$5,689	\$3,950	\$1,739	30.6%	167	24	18
\$15,825	\$12,057	\$3,768	23.8%	170	71	5
\$1,868	\$1,868	\$0	0.0%	69	27	15
\$12,214	\$10,754	\$1,460	12.0%	130	83	3
\$3,687	\$3,502	\$185	5.0%	124	28	14
\$3,931	\$3,734	\$197	5.0%	130	29	13

1	2A	2B	2C	2D	3A	3B	3C	3D	4A	4B	4C	5	6	7	8	9	10	Total Score	Evaluator Rank
11.0	6.0	12.0	9	10	17	17	18	11	5	2	8	18	9	6	9	6	4.4	178	1
8.9	8.0	12.0	9	8	16	15	16	10	4	2	6	16	9	6	9	4	7.8	167	8
0.5	0.0	0.0	8	8	16	14	14	8	4	1	5	15	7	6	7	0	3.7	117	25
2.4	6.0	2.0	7	7	14	12	14	8	4	1	5	15	7	6	5	0	7.0	122	23
4.0	6.0	4.0	5	10	17	17	16	8	5	1	7	18	9	6	5	0	8.1	146	13
1.8	0.0	0.0	5	8	14	15	14	5	4	1	5	15	7	6	5	0	9.6	115	26
4.0	0.0	0.0	5	8	15	17	14	5	5	1	5	15	7	6	5	0	10.0	122	24
10.2	6.0	12.0	9	9	17	17	16	10	5	2	7	18	9	6	6	3	6.3	169	6
10.4	8.0	10.0	9	10	17	17	17	11	5	2	7	18	10	6	6	3	8.9	175	2
4.4	6.0	0.0	7	7	15	15	14	10	5	2	7	15	8	6	2	4	2.6	130	20
6.0	8.0	10.0	8	9	16	15	14	10	5	2	7	16	8	6	2	8	0.4	150	12
6.0	0.0	4.0	9	9	16	17	15	10	5	2	8	15	7	5	9	2	3.0	142	14
11.3	8.0	12.0	9	9	16	17	17	11	6	2	8	16	9	6	9	2	5.9	174	3
7.0	6.0	12.0	8	8	15	16	16	10	6	1	7	16	9	6	8	2	4.1	157	10
10.5	0.0	10.0	10	8	10	5	18	5	5	2	7	10	9	0	10	2	9.3	131	19
9.4	6.0	10.0	8	8	15	5	18	5	4	2	7	10	5	0	10	2	7.4	132	17
1.9	0.0	6.0	9	8	15	15	15	8	6	2	4	15	8	6	0	2	8.5	129	22
7.8	8.0	12.0	9	9	17	17	17	10	5	2	7	18	8	6	9	3	3.3	168	7
8.4	8.0	12.0	10	10	18	18	18	12	5	2	8	18	8	0	0	4	0.7	160	9
13.7	8.0	12.0	9	5	10	16	15	8	4	2	5	15	8	0	5	0	2.2	138	15
8.3	0.0	10.0	8	9	17	16	16	8	6	2	6	18	8	6	8	4	1.5	152	11
12.4	8.0	12.0	10	8	17	17	15	10	6	1	6	18	8	6	8	5	6.7	174	4
9.9	8.0	12.0	10	10	17	17	16	10	6	1	6	18	9	6	10	4	1.9	172	5
5.6	6.0	4.0	5	5	16	5	9	2	2	2	0	2	5	0	0	0	5.6	74	27
6.2	6.0	12.0	10	9	16	5	18	5	6	2	7	2	8	6	9	3	1.1	131	18
6.3	6.0	10.0	8	9	16	5	18	5	5	2	7	2	8	6	9	2	5.2	129	21
7.6	0.0	10.0	9	10	18	6	18	6	6	2	7	2	10	6	10	2	4.8	134	16

Project Information
Calculations for Cost-Effectiveness Criterion (#10 for Non-Infrastructure projects; #12 for Infrastructure Projects)
Quantitative Criteria scored by SANDAG Grants Division staff
Qualitative Criteria scored by evaluator
Project Total Score and Evaluator Project Ranking

¹ Education, Encouragement, and Awareness

NON-INFRASTRUCTURE (NI) PROJECTS

Project ID	Criterion 1			4.00	max. points per category												Final Score = sum of scores for each category									
	Population			Population Density				Intersection Density				Employment				Employment Density				Activity Centers			Low Vehicle Ownership			FINAL SCORE
	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score					
ES1	150,060	1	2.0	18.0	2	4.0	3,119	1	2.0	58,322	1	2.0	7.0	2	4.0	1,361	1	2.0	5.7%	1	2.0	18.0				
SAN2	3,232,994	2	4.0	8.7	1	2.0	76,413	2	4.0	127,348	2	4.0	3.7	1	2.0	24,039	2	4.0	6.2%	2	4.0	24.0				

INFRASTRUCTURE (I) PROJECTS

Project ID	Criterion 1			2.00	max. points per category												Final Score = sum of scores for each category						
	Population			Population Density			Intersection Density			Employment			Employment Density			Activity Centers			Low Vehicle Ownership			FINAL SCORE	
	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score		
CV1	26,510	21	1.6	57.4	24	1.8	301	12	0.9	12,725	22	1.6	28.5	23	1.7	369	21	1.6	26.7%	25	1.9	11.0	
CV2	14,311	13	1.0	63.4	25	1.9	157	7	0.5	5,799	15	1.1	25.9	22	1.6	152	12	0.9	28.7%	26	1.9	8.9	
CO1	34	1	0.1	0.6	1	0.1	11	1	0.1	8	1	0.1	0.1	1	0.1	0	1	0.1	0.0%	1	0.1	0.5	
CO3	2,394	3	0.2	7.1	2	0.1	70	4	0.3	1,226	5	0.4	4.2	8	0.6	24	5	0.4	2.3%	6	0.4	2.4	
CO4	4,453	6	0.4	17.4	9	0.7	75	5	0.4	1,265	6	0.4	5.9	12	0.9	57	7	0.5	4.0%	9	0.7	4.0	
CO5	1,983	2	0.1	17.7	10	0.7	51	2	0.1	82	3	0.2	0.9	3	0.2	2	2	0.1	0.3%	2	0.1	1.8	
CO6	2,634	4	0.3	31.3	19	1.4	58	3	0.2	556	4	0.3	6.4	14	1.0	8	3	0.2	3.1%	7	0.5	4.0	
EC1	26,295	20	1.5	30.9	18	1.3	349	15	1.1	10,923	20	1.5	13.4	20	1.5	380	23	1.7	9.4%	22	1.6	10.2	
EC2	23,493	19	1.4	42.4	23	1.7	275	10	0.7	12,605	21	1.6	22.9	21	1.6	378	22	1.6	10.4%	24	1.8	10.4	
EN1	8,988	8	0.6	16.6	7	0.5	273	9	0.7	3,022	10	0.7	5.8	11	0.8	111	10	0.7	1.5%	4	0.3	4.4	
EN2	11,069	9	0.7	16.1	6	0.4	300	11	0.8	3,063	11	0.8	4.7	9	0.7	203	17	1.3	7.6%	18	1.3	6.0	
ES2	19,074	15	1.1	17.0	8	0.6	393	19	1.4	2,404	8	0.6	2.1	5	0.4	101	9	0.7	6.7%	17	1.3	6.0	
LM1	79,553	27	2.0	18.7	13	1.0	1591	27	2.0	38,465	25	1.9	9.1	19	1.4	1,105	27	2.0	6.1%	15	1.1	11.3	
LG1	20,346	18	1.3	18.2	11	0.8	387	18	1.3	3,787	12	0.9	3.5	7	0.5	193	14	1.0	5.7%	14	1.0	7.0	
NC1	30,601	23	1.7	39.1	22	1.6	501	23	1.7	5,921	16	1.2	7.9	17	1.3	231	18	1.3	10.3%	23	1.7	10.5	
NC2	7,956	7	0.5	65.9	26	1.9	333	13	1.0	22,525	23	1.7	193.5	26	1.9	277	19	1.4	4.3%	13	1.0	9.4	
O2	3,111	5	0.4	9.6	4	0.3	97	6	0.4	54	2	0.1	0.2	2	0.1	10	4	0.3	1.3%	3	0.2	1.9	
O3	12,018	11	0.8	26.0	16	1.2	396	20	1.5	2,921	9	0.7	6.1	13	1.0	288	20	1.5	6.2%	16	1.2	7.8	
SD1	13,841	12	0.9	34.0	20	1.5	206	8	0.6	24,971	24	1.8	62.4	24	1.8	46	6	0.4	8.0%	20	1.5	8.4	
SD2	64,100	26	1.9	183.1	27	2.0	674	25	1.9	78,311	27	2.0	229.7	27	2.0	806	26	1.9	36.0%	27	2.0	13.7	
SD5	27,630	22	1.6	29.9	17	1.3	379	17	1.3	5,313	14	1.0	5.8	10	0.7	180	13	1.0	7.8%	19	1.4	8.3	
SAN3	32,001	24	1.8	37.1	21	1.6	971	26	1.9	57,698	26	1.9	66.8	25	1.9	716	25	1.9	8.3%	21	1.6	12.4	
SAN4	32,575	25	1.9	22.8	15	1.1	542	24	1.8	9,657	19	1.4	7.2	16	1.2	446	24	1.8	4.1%	11	0.8	9.9	
S1	19,513	17	1.3	18.3	12	0.9	486	22	1.6	1,814	7	0.5	1.7	4	0.3	67	8	0.6	1.5%	5	0.4	5.6	
SB1	12,004	10	0.7	8.8	3	0.2	345	14	1.0	8,944	18	1.3	6.6	15	1.1	199	16	1.2	3.3%	8	0.6	6.2	
V1	19,500	16	1.2	11.4	5	0.4	415	21	1.6	4,703	13	1.0	3.0	6	0.4	193	14	1.0	4.0%	10	0.7	6.3	
V2	18,833	14	1.0	19.7	14	1.0	366	16	1.2	7,702	17	1.3	8.0	18	1.3	125	11	0.8	4.1%	12	0.9	7.6	

Criterion 2A	
Regional Bicycle Network?	
Connects, Constructs, or Neither	Points
Connects	6
Constructs	8
Neither	0
Connects	6
Connects	6
Connects	6
Connects	6
Neither	0
Constructs	8
Constructs	8
Connects	6
Neither	0
Constructs	8
Constructs	8
Constructs	8
Neither	0
Constructs	8
Constructs	8
Connects	6
Connects	6
Connects	6
Neither	0

Criterion 2B						
Bike Improvement w/in 1.5 mi. of regional transit stop		Ped Improvement vis a vis local transit stop		Ped Improvement vis a vis regional transit stop		FINAL SCORE
Yes or No	Points	within 0.25 mi, directly connects, or neither	Points	within 0.5 mi, directly connects, or neither	Points	(Max 12 points)
Yes	6	directly connects	4	within 0.5 mile	4	12
Yes	6	within 0.25 mile	2	within 0.5 mile	4	12
No	0	neither	0	neither	0	0
No	0	within 0.25 mile	2	neither	0	2
No	0	directly connects	4	neither	0	4
No	0	neither	0	neither	0	0
No	0	neither	0	neither	0	0
Yes	6	directly connects	4	within 0.5 mile	4	12
Yes	6	directly connects	4	neither	0	10
No	0	neither	0	neither	0	0
Yes	6	directly connects	4	neither	0	10
No	0	directly connects	4	neither	0	4
Yes	6	directly connects	4	directly connects	6	12
Yes	6	neither	0	directly connects	6	12
Yes	6	directly connects	4	neither	0	10
Yes	6	neither	0	within 0.5 mile	4	10
Yes	6	neither	0	neither	0	6
Yes	6	within 0.25 mile	2	within 0.5 mile	4	12
Yes	6	directly connects	4	directly connects	6	12
Yes	6	directly connects	4	directly connects	6	12
Yes	6	directly connects	4	neither	0	10
Yes	6	directly connects	4	directly connects	6	12
Yes	6	directly connects	4	directly connects	6	12
No	0	directly connects	4	neither	0	4
Yes	6	directly connects	4	directly connects	6	12
Yes	6	directly connects	4	neither	0	10
Yes	6	directly connects	4	neither	0	10

2021 Regional ATP Funding Recommendations - Climate Action Plan and Complete Streets Policy

Jurisdiction	Climate Action Plan (CAP)	Complete Streets Policy (CS)
Chula Vista	Yes	Yes
County	No	Yes
El Cajon	Yes	Yes
Encinitas	Yes	Yes
Escondido	Yes	Yes
La Mesa	Yes	Yes
Lemon Grove	Yes	No
National City	Yes	Yes
Oceanside	Yes	Yes
San Diego	Yes	Yes
SANDAG	No	Yes
Santee	Yes	Yes
Solana Beach	Yes	Yes
Vista	Yes	Yes

		Criterion 3B (Non-Infrastructure) / Criterion 4B (Infrastructure)		
Project ID	Jurisdiction	Points for CAP	Points for CS	Total Points
CV1	Chula Vista	1	1	2
CV2	Chula Vista	1	1	2
CO1	County	0	1	1
CO2	County	0	1	1
CO3	County	0	1	1
CO4	County	0	1	1
CO5	County	0	1	1
CO6	County	0	1	1
EC1	El Cajon	1	1	2
EC2	El Cajon	1	1	2
EN1	Encinitas	1	1	2
EN2	Encinitas	1	1	2
ES1	Escondido	1	1	2
ES2	Escondido	1	1	2
LM1	La Mesa	1	1	2
LG1	Lemon Grove	1	0	1
NC1	National City	1	1	2
NC2	National City	1	1	2
O2	Oceanside	1	1	2
O3	Oceanside	1	1	2
SD1	San Diego	1	1	2
SD2	San Diego	1	1	2
SD3	San Diego	1	1	2
SD4	San Diego	1	1	2
SD5	San Diego	1	1	2
SAN2	SANDAG	0	1	1
SAN3	SANDAG	0	1	1
SAN4	SANDAG	0	1	1
S1	Santee	1	1	2
SB1	Solana Beach	1	1	2
V1	Vista	1	1	2
V2	Vista	1	1	2



401 B Street, Suite 800
San Diego, CA 92101
Phone (619) 699-1900
Fax (619) 699-1905
sandag.org

Resolution No. 2021-18

Approving the Proposed List of Regional Active Transportation Program Projects and Funding Recommendations to the California Transportation Commission

WHEREAS, the Legislature and Governor of the State of California have provided funds for the Active Transportation Program; and

WHEREAS, the California Transportation Commission (CTC) has statutory authority for the administration of this grant program and established necessary procedures; and

WHEREAS, the CTC has required in its Active Transportation Program (ATP) Program Guidelines that Metropolitan Planning Organizations (MPOs) coordinate the competitive selection process to select projects to receive a portion of the ATP funding; and

WHEREAS, the San Diego Association of Governments (SANDAG), as the MPO for the San Diego region, conducted a competitive selection process for the distribution of ATP funds in the San Diego region; and

WHEREAS, the SANDAG competitive selection process has resulted in a list of projects that are deemed to meet the requirements of the ATP Program Guidelines; and

WHEREAS, the CTC requires the Governing Body of the MPO to approve the proposed ranked list of Regional ATP projects and funding recommendations to the CTC; NOW THEREFORE

BE IT RESOLVED that the Board of Directors:

1. Certifies that the San Diego Regional ATP competitive selection process was conducted in accordance with the 2021 CTC ATP Program Guidelines, including the use of a multidisciplinary advisory group as application evaluators; and
2. Attests the projects recommended for ATP funding per the 2021 San Diego Regional ATP competition include projects benefitting pedestrians and bicyclists, including students walking and cycling to school; and
3. Approves the proposed ranked list of ATP projects and funding recommendations to the CTC; and
4. Recommends the Contingency List of projects be used to reallocate ATP funds in the event a project initially recommended for funding is unable to allocate the awarded funds or obtain an extension within the timeframes identified by the CTC.

PASSED AND ADOPTED this 23rd of April 2021.

Attest:

Chair

Secretary

Member Agencies: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

Advisory Members: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.

DRAFT

April 16, 2021

SD-LOSSAN Regional Rail Corridor Improvements Study Update

Overview

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor stretches 351-miles through six southern California counties and is the nation's second busiest passenger rail corridor. Nearly eight million passengers use the corridor's intercity and commuter rail services annually. The rail corridor is also the only viable freight rail corridor for the San Diego Region, carrying \$1 billion in goods annually. The San Diego Subdivision is the southernmost 60.1 miles of the corridor, from the Orange County/San Diego County line to downtown San Diego.

Action: **Information**

An overview of the SD-LOSSAN Study will be presented.

Fiscal Impact:

The study budget is \$3.2 million and is a combination of federal and state funding.

Schedule/Scope Impact:

The study is expected to be complete in April 2022.

In September 2019, the Board of Directors approved \$3 million in funding to begin a study of the LOSSAN Rail Corridor to identify improvements that will (1) reduce travel times; (2) increase capacity; and (3) enhance the safety of the corridor. These three study goals will facilitate service improvements that will increase the competitiveness of the corridor to driving. SANDAG also secured another \$220,000 from a Caltrans planning grant. In July 2020, SANDAG began the *San Diego Regional Rail Corridor Alternative Alignment and Improvements Conceptual Engineering Study* or SD-LOSSAN. Specifically, SD-LOSSAN will identify alternative alignments, proposed improvements, and supporting analysis along the San Diego Subdivision that address the three study goals (Attachment 1).

Key Considerations

Background

Prior to the COVID-19 pandemic, more than 70 trains used segments or all of the subdivision daily including Amtrak Pacific Surfliner intercity, Southern California Regional Rail Authority (SCRRA) Metrolink and North County Transit District (NCTD) COASTER commuter, and BNSF Railway freight services.

Ownership of the subdivision is split between NCTD and San Diego Metropolitan Transit System (MTS), with NCTD owning from the City of Del Mar/City of San Diego border north and MTS owning from that border south. NCTD has operations and maintenance responsibilities for the entire 60.1 miles.

Since 2008, SANDAG has secured more than \$1 billion for capital improvements for the subdivision, adding 15 miles of double track, replacing aging wooden railway bridges, and making station improvements. Currently 75% of the entire 60.1 miles is double track, allowing trains to safely pass without delays due to single track.

In 2017, SANDAG completed a conceptual alignment study of a future tunnel in the City of Del Mar to realign the rail corridor from the sensitive coastal bluffs. This study identified five alignments.

In 2019, Caltrans completed a conceptual alignment study of a future tunnel in the City of San Diego's University City area to realign the rail corridor from the slowest section around Miramar Hill.

SD-LOSSAN builds upon the conceptual engineering work from these two initial studies and will complete the Alternatives Analysis phase and 10% level of design for both the Del Mar and Miramar Hill tunnel segments.

For the remaining segments of the subdivision, the study will also develop improvements that address the three study goals.

A Project Development Team (PDT) comprised of eight corridor agencies provide regular review and input into the technical aspects of the study.

The San Diego Regional Rail Corridor Executive Leadership Taskforce met on April 12, 2021, to hear an update on SD-LOSSAN, as well as current and upcoming stabilization efforts for the Del Mar Bluffs. SANDAG convened the Task Force to facilitate ongoing collaboration and progress towards a long-term solution for the Del Mar Bluffs and LOSSAN Rail Corridor.

Specific workshops have been held with PDT members to review the technical design guidelines drafted for both track and tunnels, with the latter devoting considerable effort to tunnel best practices both nationally and internally and fire life safety requirements. A workshop with the corridor operators was also held to review the operational feasibility and future service plans for the corridor.

SD-LOSSAN will also study the economic impact to the San Diego Region of a catastrophic failure of the Del Mar Bluffs resulting in a disruption of service for more than 10 years (i.e., a situation where the bluffs and tracks cannot be repaired and alternative routes via tunneling become the only option). This analysis is expected in May.

A high-level planning analysis of a future branch line to the Sorrento Mesa area, in conjunction with planning underway on the South Bay to Sorrento Comprehensive Multimodal Corridor Plan is also part of the study. This is also expected in May.

SD-LOSSAN also is providing input to the development of the draft 2021 Regional Plan.

Key Findings

SD-LOSSAN began by analyzing the feasibility of running higher speed rail services. Through detailed modeling and input from PDT members, the study recommends a maximum speed for passenger services of 110 miles per hour (mph) (up from the current maximum speed of 90 mph). The maximum speed for freight services is proposed at 60 mph. The study found no measurable benefits for running 125 mph over 110 mph due to station spacing.

As part of the operational analysis, a zero-emission vehicle was found to have acceleration and braking benefits over a diesel locomotive. These benefits showed the most significant improvements in reducing travel times for both Pacific Surfliner (limited stop) and COASTER (all-stop) passenger services.

The preliminary travel time analysis shows a potential savings of 19 minutes for passenger service between Oceanside and Downtown San Diego, assuming a zero-emission vehicle, 110 mph maximum passenger operating speeds, and Del Mar and Miramar Hill tunnels.

The PDT developed 11 technical criteria to be used to evaluate the various alignment alternatives for both Del Mar and Miramar Hill. These included safety, connectivity and travel demand, travel time, and operations and maintenance costs. Each alignment alternative was scored based on these criteria to narrow down the number of alternatives to carry on into future phases of development.

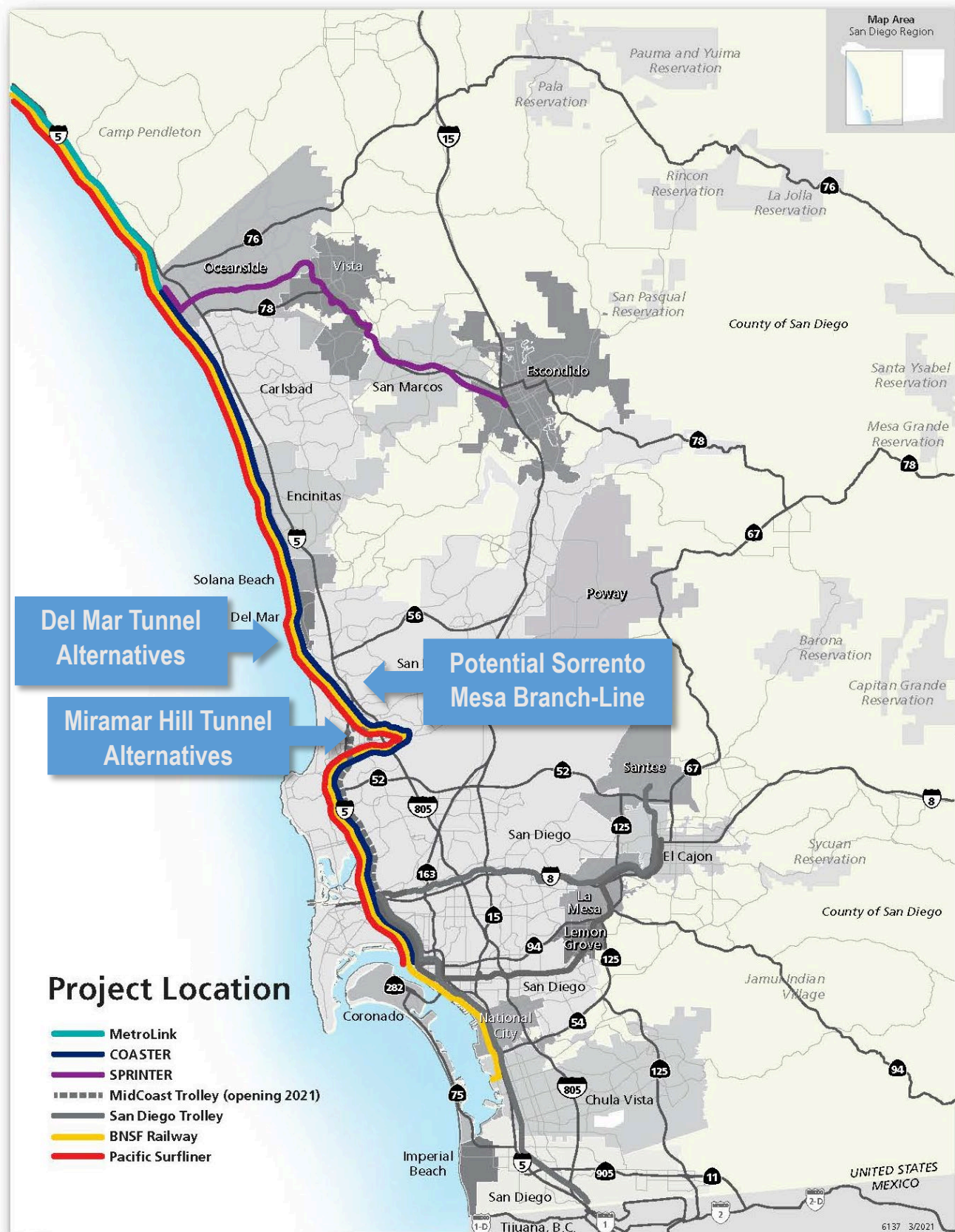
Next Steps

Next step for SD-LOSSAN is public meetings including the NCTD Board of Directors on April 22, 2021, and updates to the City of Del Mar and SANDAG Board of Directors in May to gain additional comments. The study team is scheduled to complete the Alternatives Analysis for the Del Mar Tunnel this summer and for the Miramar Hill Tunnel in early fall.

John Haggerty, Director of Engineering and Construction

Key Staff Contact: Linda Culp, (619) 699-6957, linda.culp@sandag.org

Attachment: 1. SD-LOSSAN Study Area Map



April 16, 2021

Second Reading of Proposed Amendments to the Regional Transit Comprehensive Fare Ordinance

Overview

[SANDAG Board Policy No. 029: Regional Fare Policy and Comprehensive Fare Ordinance](#) provides guidelines for setting a uniform, fair, and equitable region-wide fare system within the County of San Diego for the Metropolitan Transit System (MTS) and North County Transit District (NCTD). The Comprehensive Fare Ordinance includes the existing fare structure used by MTS and NCTD, with a detailed listing of the available fares, their prices, and their limitations.

In 2018, the MTS Board of Directors authorized the award of a contract for a next generation fare collection system to INIT, Innovations in Transportation, Inc. Over the past year SANDAG has been working with MTS and NCTD on a fare study based on the new system's capability to provide "best fares" in addition to traditional monthly pass products. The study developed fare-change scenarios to further simplify fares as well as to ensure revenue neutrality in the new system. The new system, branded PRONTO, is scheduled to be implemented in summer 2021.

In order to implement any proposed fare changes, SANDAG is required to amend the Comprehensive Fare Ordinance. The Transportation Committee, at its April 2, 2021, meeting, conducted the first reading of the amendments to the Comprehensive Fare Ordinance and waived future readings of the full Ordinance. The Transportation Committee is asked to approve the amendments to the Fare Ordinance as well as approve the California Environmental Quality Act exemption.

Key Considerations

SANDAG, MTS, and NCTD purchased the Compass Card fare collection system in 2003. It was implemented in 2009, enabling the agencies to transition from paper fare products to the Compass Card electronic fare collection system. In 2016, increasingly high maintenance costs due to the system's age and its lack of modern functionality led MTS to begin the process to identify a new fare collection system. The new system, branded PRONTO, is scheduled to be implemented in summer 2021, with the phase-out of the Compass system within a few months after implementation is completed.

The most significant proposed change to fares with PRONTO is the introduction of "best fares" or fare capping, a payment system that allows for riders to never pay more than the price of Day or Monthly passes. Riders who load money into their PRONTO account will have a one-way fare deducted from their balance each time they board a public transit vehicle. For example, a rider will never be charged more than the value of a Day Pass once they have deducted the value of that pass over the course of a day. Similarly, a rider will never be charged more than the value of a Monthly Pass once they have deducted the value of that pass over

Action: **Approve**

The Transportation Committee is asked to:

1. adopt Resolution No. 2021-19 (Attachment 4), related to findings supporting a California Environmental Quality Act exemption for the proposed amendments to the Comprehensive Fare Ordinance; and
2. conduct the second reading and approve amendments to the Regional Comprehensive Fare Ordinance, by reading the title of the Ordinance.

Fiscal Impact:

The recommended fare changes are estimated to result in an annual passenger revenue decrease of approximately \$5 million.

Schedule/Scope Impact:

Any fare changes approved by the MTS Board, NCTD Board, and SANDAG Transportation Committee would be enacted no sooner than May 16, 2021.

the course of month. Riders will be able to easily load money in their account online, in the new PRONTO mobile app, on ticket machines at stations, at the Transit Store or Customer Service Centers, and at participating retail outlets, which are planned to go from 55 to 100 at launch and eventually more than 400.

In March 2021, the MTS Board of Directors and NCTD Board of Directors recommended the following fare changes:

- Implement fare policy change to allow “best-fare” functionality
- Reduce youth one-way fares to align with Senior/Disabled/Medicare one-way fares
- Allow free transfers with one-way fare with PRONTO card (except COASTER) within a two-hour window of first ride

The recommended changes require amendments to the Comprehensive Fare Ordinance which are outlined in Attachment 1. Other various language changes to move from Compass to PRONTO are included.

Public Engagement and Feedback

Attachment 2 includes a full description of the public outreach conducted in accordance with the SANDAG Public Participation Plan and a complete list of the comments received through March 2021. Three virtual public outreach meetings to gather input on the fare changes were conducted in January 2021. The proposed change from Compass to PRONTO, including proposed fare changes and public meeting schedules, were advertised in numerous newspapers, via press releases, and announced on SANDAG, MTS, and NCTD social media. Spanish translations of the advertisements were published, and translation services provided at the public meetings.

Additionally, SANDAG had a telephone hotline, web portal, email address, and mailing address available for the public to submit comments and questions. The MTS Board of Directors received an information item and took public comment at its meeting on January 21, 2021, while the NCTD Board of Directors received an information item and took public comment at its February 18, 2021, meeting. At its February 4, 2021, and March 4, 2021, meetings, the SANDAG 2021 Regional Plan Social Equity Working Group considered items related to the proposed fare changes and voted to send a letter of support to the Transportation Committee. At its January meeting, the MTS Board of Directors received a letter from Circulate San Diego advocating for MTS and NCTD to consider a 2-hour free transfers fare as part of the changes.

In general, the feedback from the public and stakeholder groups was consistent in asking for no fare increases and to consider innovative fares to encourage passengers to return to riding transit and an increase in ridership post-Covid pandemic.

Equity Analysis

Pursuant to Title VI of the Civil Rights Act, SANDAG is required to conduct a fare equity analysis to evaluate the effects of fare changes on low-income and minority populations and, in the event that there are potential disparate impacts on minority populations, make a finding that there are no alternatives that would have a less disparate impact while still accomplish the legitimate goals of the fare change. Attachment 3 includes the analysis of fare changes and shows that there are disparate impacts to minority riders and disproportionate burdens to low-income riders due to the best fares and free transfer fare being given only to PRONTO card users and not to cash paying riders. These impacts and burdens will be mitigated by MTS and NCTD through several measures: There will be a greatly expanded retail network as shown in Attachment 3, cash can be added to the PRONTO card at any retail location and ticket machine, the new fares will be available to all riders using the PRONTO system regardless of income, race and ethnicity, and a large effort will be made to educate riders on the ways to load cash on the PRONTO card to allow riders to take advantage of the best fares and free transfer. Additional information regarding the substantial legitimate justification for the proposed PRONTO-only transfers option and available alternatives is discussed further in Attachment 3. These

mitigation efforts will be tested once the system is implemented, and further social equity analyses will be conducted in the future to ensure the impacts and burdens have been properly mitigated.

California Environmental Quality Act Compliance

The California Environmental Quality Act (CEQA) does not apply to the “establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, or other charges by public agencies” that the public agency finds in writing are for specified purposes, including meeting operating expenses pursuant to Public Resources Code, § 21080, subd. (b)(8); and California Code of Regulations Title 14, § 15273, subd. (a).

In order to establish a basis for this CEQA exemption, the Transportation Committee is asked to make a finding that the fare ordinance modifications set forth in the proposed Ordinance amendment are calculated to provide MTS and NCTD the ability to revise fares for purposes of implementing PRONTO, reducing youth one-way fares, and adding free transfers, as set forth in Resolution No. 2021-19 (Attachment 4).

Next Steps

Pending final approval by the SANDAG Transportation Committee, the fare changes would be enacted no sooner than May 16, 2021.

Coleen Clementson, Director of Regional Planning

Key Staff Contact: Brian Lane, (619) 699-7331, brian.lane@sandag.org

Attachments:

1. Proposed Changes to the Comprehensive Fare Ordinance
2. Public Engagement and Feedback
3. Title VI Fare Equity Analysis
4. Resolution No. 2021-19: Findings in Support of Notice of Exemption Under the California Environmental Quality Act Relating to Fare Modifications Incorporated Into an Amended Comprehensive Fare Ordinance

**SAN DIEGO ASSOCIATION OF GOVERNMENTS
COMPREHENSIVE FARE ORDINANCE**

**An Ordinance Establishing a Regional
Fare Pricing Schedule**

The San Diego Association of Governments (SANDAG) ordains as follows:

SECTION 1: FINDINGS

This Ordinance is adopted to implement a Comprehensive Fare Ordinance setting forth a fare structure for all public transit service providers in San Diego County.

SECTION 2: REGIONAL TRANSIT SERVICE DEFINITIONS

- 2.1 ACCESS:** the complementary Americans with Disabilities Act (ADA) service operated by the Metropolitan Transit System (MTS).
- 2.2 ADA:** Americans with Disabilities Act, as defined in Title 49, Part 37, of the United States Code.
- 2.3 ADA Complementary Paratransit Service:** Specialized origin-to-destination transportation services provided to persons who qualify as eligible for such services under the guidelines of the ADA.
- 2.4 Best Value:** Fare capping capabilities to ensure riders using PRONTO Stored Value over a day or month get the best value by not paying more than the day or month price. Additional boardings made during the day or month after reaching the cap are free.
- 2.42.5 BREEZE:** North County Transit District (NCTD) fixed-route bus service brand name.
- 2.52.6 Bus:** Rubber-tired transit vehicles operated by MTS and NCTD.
- 2.62.7 Cash Fare:** Term used to describe fares purchased with United States currency.
- 2.72.8 Child:** Any person five years of age or under.
- 2.82.9 COASTER:** The brand name of the commuter rail service operated by NCTD in the coastal corridor from Oceanside to San Diego.
- 2.92.10 College Student:** Any person currently enrolled as a student in a participating accredited San Diego area post-secondary school with a valid picture identification issued by the school.
- 2.102.11 Companion:** In relation to the ADA complementary paratransit service, a companion is someone who accompanies an ADA passenger on board a paratransit vehicle, but is not a personal care attendant as specified in the passenger's ADA certification application.

2.11 ~~**Compass Card:** The Compass Card is an electronic fare medium based on contactless smart card technology. The Compass Card may hold either transit products or cash for use on regional transit services. Transit products may include but are not limited to Monthly Passes, post-secondary passes, single-day and multi-day passes, and stored value.~~

~~The Compass Card utilizes wireless technology to interface with validator devices on buses, rail platforms, and Ticket Vending Machines (TVMs). Passengers must tap their Compass Card on a validator in order to utilize transportation services.~~

2.12 ~~**Compass Cash:** The marketing name for the Stored Value product.~~

2.13 ~~**Compass Cloud:** Marketing name for Mobile Ticketing application to purchase select fare types.~~

2.142.12 **Day Pass:** a fare medium that allows a passenger to ride one Service Day.

2.152.13 **Discount:** A reduction in the price of a fare or fare product.

2.14 **FLEX:** The brand name of the on-demand, deviated fixed-route, and point-deviated fixed-route service operated by NCTD.

2.162.15 **LIFT:** The complementary ADA service operated by NCTD.

2.17 ~~**Limited Use Compass Card:** A Compass Card printed on a disposable material. Limited Use Compass Cards have a limited lifetime and may not accept all fare products available for loading onto a plastic Compass Card.~~

2.182.16 **Medicare Recipient:** Any person to whom the federal government has issued a Medicare identification card, regardless of age.

2.192.17 **Metrolink:** The Commuter rail service operated by the Southern California Regional Rail Authority.

2.202.18 **Mobile Ticketing:** A mobile phone application allowing for the purchase of many of the fares available.

2.242.19 **Monthly Pass:** This term refers to ~~either the Calendar Month Pass or the 30-Day Pass.~~

2.222.20 **MTS:** The San Diego Metropolitan Transit System which operates services in all areas of San Diego County outside the jurisdiction of NCTD. MTS operates MTS Bus, Rural Bus, MTS Express, MTS Rapid, MTS Rapid Express, MTS Trolley service, and ADA Access Service.

2.23 ~~**MTS Suburban Paratransit:** The complementary ADA service operated by MTS in suburban areas (ADA Zones 2, 3, and 4).~~

2.242.21 **NCTD:** North County Transit District operating services in Northern San Diego County. NCTD services include the BREEZE, COASTER, SPRINTER, FLEX, and LIFT.

2.252.22 Person with Disability: Any person with a permanent or temporary mental or physical disability as defined by the ADA (Title 49, Part 37 of the Code of Federal Regulations). In order to qualify for a disabled fare a passenger for regular (non-ADA paratransit) transit must be in possession of a transit identification card , a valid ~~PRONTO Compass~~-Card with a picture identifying the person as a person with a qualifying disability a Medicare card or DMV placard ID receipt. In order to qualify for ADA paratransit service the person with a disability must be ADA certified.

2.262.23 Personal Care Attendant: In relation to the ADA complementary paratransit service, a personal care attendant is a person who is designated by the ADA eligible passenger to aid in their mobility who is not charged a fare to ride on the ADA complementary paratransit vehicle when accompanying the ADA-eligible passenger. The person may be a friend, family member, or paid employee. The need for and use of a personal care attendant must be indicated at the time of eligibility certification.

~~**2.27 Platform Validator: A validator located in a standalone device on a rail platform. Platform validators must be tapped before boarding a rail vehicle unless a new Compass Card product is loaded and validated at a TVM.**~~

2.24 PRONTO: The region's Fare Collection system that allows passengers to pay the fare to ride transit services using a PRONTO card or through the PRONTO mobile app. The PRONTO Card/App may hold either transit products or cash (as Stored Value) for use on regional transit services. Transit products may include but are not limited to Monthly Passes, post-secondary passes, single-day and multi-day passes.

The PRONTO Card utilizes wireless technology to interface with validator devices on buses, rail platforms, and Ticket Vending Machines (TVMs). Passengers must tap their PRONTO Card or validate their PRONTO mobile app barcode on a validator, or purchase a one-way ticket at a PRONTO TVM, to utilize transportation services.

2.282.25 Rapid: MTS brand name for a premium rapid transit service operated wholly or partly on exclusive bus lanes, guideways, Managed Lanes, or use of other transit priority measures. Depending on specific route characteristics, individual Rapid routes may be classified as MTS Rapid or MTS Rapid Express for purposes of Table 2.

2.292.26 Regional Fare System: The Regional Fare System is governed by SANDAG Board Policy No. 018: Transit Service Policies, Board Policy No. 029: Regional Fare Policy and Comprehensive Fare Ordinance, this Ordinance, MTS and NCTD transit operations ordinances and policies, and any other fare agreements, including agreements entered into by SANDAG with transit operators.

2.302.27 Regular Fare: Applies to all persons age six and older, except persons eligible for Senior, Disabled, and Medicare (~~S/D/MSDM~~) or Youth fares.

2.342.28 S/D/MSDM: Acronym that stands for Senior, Disabled, and Medicare passengers.

2.322.29 Senior: Any person who meets the age requirement for transit fares provided in the *TransNet* Ordinance, Section 4, Paragraph (c)(3), is eligible to pay the discounted Senior Cash Fare or purchase a Senior pass.

2.332.30 Service Day: From the start time of the first trip through the end of the last trip in public timetables.

2.342.31 Sorrento Valley COASTER Connection (SVCC): A peak period only Community Shuttle service operated by MTS between the Sorrento Valley COASTER Station, and nearby employment centers.

2.352.32 SPRINTER: The brand name of the Oceanside to Escondido rail service operated by NCTD with Diesel Multiple Units in a light rail mode.

2.362.33 Station: A light rail, Bus Rapid Transit or commuter rail passenger stop.

2.372.34 Stored Value: Cash value placed on ~~Compass-PRONTO~~ Cards that can be debited deducted to purchase fare products ~~or pay a Cash Fare~~.

~~**2.38 Supplement:** A charge paid on a one-time basis to permit the use of a fare product for a transit ride that requires a more expensive fare. Payment of a supplement does not change the original fare product.~~

2.392.35 Sworn Peace Officers: San Diego County, state, and federal sworn peace officers. Sworn peace officers include but are not limited to all municipal police department officials, all County Sheriff Department deputies, County Marshals, all County of San Diego Probation Officers, State Highway Patrol officers, State Police, U.S. Marshals, Federal Bureau of Investigation Officers, the MTS Chief of Police, and U.S. Immigration and Customs officers.

2.402.36 Tap: The act of touching a ~~Compass-PRONTO~~ Card on a validator to validate trips or deduct fares from Stored Value.

2.41 Transit Service Types:

~~**2.42.1 Local** — Fixed-route bus service on local or arterial roads serving neighborhood destinations and feeding transit centers. Includes BREEZE and MTS Bus. Also includes routes operating extensively on arterials with transit priority features and limited stops (Rapid Services).~~

~~**2.42.2 Corridor** — A frequent transit service with limited stops including but not limited to major transit centers, residential centers, and activity centers that have more than six stops outside Centre City. Corridor services include MTS Trolley, MTS Rapid, SPRINTER, and express buses generally traveling less than 50 percent of the one-way trip miles on freeways. Corridor services travel at least 12 miles per hour, with an average passenger trip length of approximately 10 miles or under.~~

~~**2.42.3 Rapid Express** — Includes bus service with stops only at major transit centers, residential centers, and activity centers; generally traveling 50 percent or more of the one-way~~

~~trip miles on freeways; averaging at least 20 miles per hour, with an average passenger trip length of over 10 miles; and using commuter coaches.~~

~~**2.42.4 Commuter Rail**—The commuter rail service operated in the coastal corridor from Oceanside to San Diego by NCTD under the brand COASTER.~~

~~**2.42.5 Rural**—A rural bus service providing limited daily or weekly service linking rural areas to a multimodal transit center or major shopping center and designated by the MTS or NCTD Board of Directors as having a special fare. Service is generally provided in rural areas with one-way vehicle trip lengths ranging from 15 to 80 miles. Rural service includes MTS Rural and NCTD FLEX.~~

2.422.37 Transfer: The action of a passenger leaving one bus, train, or other transit vehicle and ~~within a brief time, without a stopover,~~ boarding a subsequent bus, train, or other transit vehicle to complete his or her trip.

~~**2.43 Transfer Slip:** A document that may be issued by a driver to enable a passenger to board another transit vehicle free of charge typically during a service disruption. Only customers that paid a cash one-way fare are eligible to receive a transfer slip. Transfer slips are only valid in the NCTD service area on BREEZE routes. Transfer slips are not issued for travel entirely within San Diego County solely on the fixed-route system. Transfer slips may be issued for transfers between ADA services and fixed-route services and between fixed-route services and other systems outside San Diego County.~~

2.442.38 TransNet: The *TransNet* Ordinance is a SANDAG ordinance passed by voters in 2004 that provides for a half-cent transactions and use tax collected in San Diego County and used for transportation-related projects.

2.452.39 Trolley: Light-rail transit service operated by MTS.

~~**2.462.40 TVM:** Ticket Vending Machine used for the sale of single and multi-trip fare products, to add funds to PRONTO cards, and, to check value left on Compass-PRONTO Card, and as a validator for MTS services.~~

2.472.41 Universal Pass (UPass): Provides unlimited rides on select transit services for an agreed upon period of time to individuals associated with a sponsoring entity, where the sponsoring entity guarantees universal participation/purchase by its employees, students, or other membership.

~~**2.482.42 Validator:** A validator located in a standalone device on a handheld machine used by fare inspectors, on a rail platform, or on a bus. Validators must be tapped before boarding a rail vehicle or on board a bus in order to validate Stored Value and Pass products.A device for tapping a Compass Card in order to validate the fare product or to deduct Stored Value. Validators may be standalone devices, located on bus fareboxes, or part of a TVM.~~

2.492.43 Youth: A person as defined in the *TransNet* Ordinance Section 4(C)(3).

~~**2.50 Zone:** Fare is charged based on number of geographical "zones" traversed. For ADA purposes a zone is defined as:~~

~~2.51 Zone 1 Central San Diego~~

~~2.52 Zone 2 Mid-County: Poway, Rancho Bernardo, Rancho Peñasquitos, Carmel Mountain Ranch, and Sabre Springs~~

~~2.53 Zone 3 East County: La Mesa, El Cajon, Santee, Lakeside, Lemon Grove, Spring Valley, and parts of Alpine~~

~~2.54 Zone 4 South Bay: Chula Vista, Coronado, National City, Imperial Beach, Palm City, Nestor, Otay Mesa, and San Ysidro~~

~~2.55 Zone 5 NCTD Service area~~

~~2.44 For the COASTER, the fare zones are set forth in Table 5.~~

SECTION 3: SINGLE TRIP, SINGLE DAY, AND MULTI-DAY FARES

3.1 Fare Product Limitations

~~3.1.1 SPRINTER/BREEZE fare products may only be used on the SPRINTER and BREEZE.~~

~~3.1.21~~ Regional fare products may only be used on MTS Bus and Trolley, and NCTD BREEZE and SPRINTER

~~3.1.32~~ Premium Regional fare may only be used on all services listed above, as well as, Rapid Express, certain FLEX routes (listed in the NCTD Riders Guide), and Rural services.

~~3.1.43~~ COASTER Regional fare may be used on all transit services operated by MTS and NCTD except LIFT, Access, and certain FLEX routes (as listed in the NCTD Riders Guide).

3.2 Fares and Pass Products

Tables 1 through 4 list transit fares available ~~to the general public~~. The tables show the fare for each type of service by passenger category and which passes are accepted on specific services.

Table 1: One-Way ~~Cash~~ Fares

Service	One-Way Cash Fare	
	Adult & Youth	S/D/MSDM & Youth
Regional: MTS Bus, Rapid, Express, Trolley, NCTD BREEZE and SPRINTER	\$2.50	\$1.25
Premium Regional: MTS Rapid Express	\$5.00	\$2.50
NCTD FLEX	\$5.00	\$2.50

NCTD FLEX 372	\$10.00	\$5.00
MTS Rural	\$8.00	\$4.00
MTS Access/NCTD LIFT	NA \$5.00	

Table 2: One-Way ~~Cash~~ Fares - COASTER

	One-Way CashFare	
Service	Adult	S/D/MSD M & Youth
NCTD COASTER 1 Zone	\$5.00	\$2.50
NCTD COASTER 2 Zones	\$5.75	\$2.75
NCTD COASTER 3 Zones	\$6.50	\$3.25

Table 3: Day Pass Prices

	Day Pass	
Service	Adult	S/D/MSDM & Youth
Regional*	\$6.00	\$3.00
Premium Regional*	\$12.00	\$6.00
COASTER Regional	\$15.00	\$7.50

* Regional and Premium Regional 1-Day Passes are only available for institutions. The general public can earn a Day Pass through Stored Value.

Table 4: Monthly/~~30-Day~~ Pass Prices

Service	30-Day Monthly	
	Adult	S/D/MSD M & Youth
Regional	\$72.00	\$23.00
Premium Regional	\$100.00	\$32.00
NCTD COASTER 1 Zone	\$140.00	\$58.00
NCTD COASTER 2 Zones	\$161.00	
NCTD COASTER 3 Zones	\$182.00	

3.3 COASTER Zones

The COASTER Fares are based on three zones. The number of zones between stations is shown in Table 5. Passengers must purchase a single-trip or round-trip ticket or pass based on the number of zones between their origin and destination.

Table 5
COASTER Stations and Zones

To From	Oceanside	Carlsbad Village	Carlsbad Poinsettia	Encinitas	Solana Beach	Sorrento Valley	Old Town	Santa Fe Depot
Oceanside		1	1	1	1	2	3	3
Carlsbad Village	1		1	1	1	2	3	3
Carlsbad Poinsettia	1	1		1	1	2	3	3
Encinitas	1	1	1		1	2	3	3
Solana Beach	1	1	1	1		2	3	3
Sorrento Valley	2	2	2	2	2		2	2
Old Town	3	3	3	3	3	2		1
Santa Fe Depot	3	3	3	3	3	2	1	

One-way and round-trip tickets and passes are valid only for travel between the number of zones or the stations listed on the ticket or pass.

3.4 Free Transfers for one-way fares

Riders using the PRONTO Stored Value feature can transfer free to a Regional class service (transfers from Regional to Regional, Premium Regional to Regional, Rural to Regional) within two (2) hours of paying a one-way fare. No transfers are allowed for MTS Access and NCTD LIFT services. A single COASTER transfer is allowed to SPRINTER or BREEZE (not MTS service) within two (2) hours of paying a one-way COASTER fare.

Riders using PRONTO Stored Value feature can board additional like- or lesser services (Includes transfer from Premium Regional to Regional, Rural to Regional, FLEX to Regional, and Regional to Regional only. COASTER, MTS Access, and NCTD LIFT services are excluded) at no extra charge for up to 2 hours following payment of a one-way fare.

3.45 Senior/Disabled/Medicare and Youth

The single-trip Cash Fare for persons eligible for S/D/MSDM and youth fares shall be 50 percent of the single-trip regular fare, rounded down to the nearest \$0.05.

3.5 Children

NCTD and MTS may each determine (in Board approved Policies and referenced in their Rider's Guides) how many children five years old and under may ride free on all bus, light rail, and commuter rail services when traveling with a paying passenger.

3.6 Classroom Day Pass

Classroom Day Passes may be issued to school and youth groups (up to 18 years of age) on an advance sales basis only. Each group shall consist of a minimum of 12 people. One chaperone per every five students may ride at the Regional Classroom Day Pass price.

Valid on	Price
MTS Bus, SPRINTER, BREEZE, and Rapid Express	\$1.50
COASTER only	\$5
COASTER plus any of the following: MTS Bus, MTS Trolley, Rapid Express, SPRINTER, and BREEZE	\$6.50

A maximum of 135 students and adults per group are permitted to ride a single scheduled COASTER train. Advance confirmation of the availability of space is required at the time of purchase for all COASTER Classroom Day Pass.

3.7 SPRINTER/BREEZE Social Services Agency Day Pass

The SPRINTER/BREEZE Social Service Agency Day Pass is a one-day NCTD Day Pass, sold in packs of ten priced at \$45, which is validated by social service agencies by identifying the day, month, and year. It is sold only to qualified social service agencies who agree to dispense the Day Pass according to NCTD requirements. The Social Service Agency Day Pass has a unique serial number code, and the customer may not return or exchange a Social Service Agency Day Pass. Valid for unlimited travel on SPRINTER/BREEZE for day punched.

3.8 Juror Day Pass

Any state or federal court in San Diego County may purchase Juror Passes after signing an agreement with MTS. Juror Passes are not valid for use on any special service with a higher fare (e.g., Stadium Bus Service) or ADA complementary paratransit service. The agreement may include a portion of passes to be supplied free of charge to the courts in exchange for promoting transit use in all juror summons.

A Regional Juror Day Pass is valid for travel on all NCTD and MTS services except Rapid Express, COASTER, or Rural services. A COASTER Regional Juror Day Pass is valid for travel on all NCTD and MTS services.

The price for Regional Juror Day Passes sold to the courts shall be based on the price of the Regional Day Pass and included in the agreement with the court. The price for COASTER Regional Juror Day Passes sold to the courts shall be based on the price of the COASTER Regional Day Pass and included in the agreement with the court.

Each Juror Day Pass becomes activated/valid on the day it is tapped by the passenger.

3.9 Advance Purchase Group Day Pass Sales

~~Groups/Entities (e.g., social service groups, employers, schools) wishing to purchase a large amount of Day or Multi-Day Passes in bulk or for other authorized purposes, shall be entitled to obtain passes at discount rates when the passes are purchased at least 21 days in advance.~~

3.10 Monthly Passes

All Calendar Month Passes shall be valid until the end of the Service Day on the last day of the calendar month. ~~All 30-Day Passes shall be valid for 30 consecutive days commencing on the first day the pass is validated.~~

SECTION 4: MULTI RIDE TICKETS ~~AND TOKENS~~

4.1 Round Trip Tickets

Any transit operator may, at its option, sell round trip tickets at two times the price of a single-trip ticket for any fare category or service. Outbound and return trips must be taken on the same service day and are valid roundtrip from the point of origin to the destination.

4.2 Multi-Trip Ticket Packs

Any transit operator may, at their option, bundle multiple single-trip tickets for any service they operate, and sell the tickets for the full face value of the tickets or with a discount of up to 10 percent.

~~4.3 Tokens~~

~~Tokens are a legacy fare that is no longer sold or issued, but remain in circulation. If a token is presented they shall entitle the person holding the universal token to up to a \$2.50 cash fare value trip on any MTS bus, Trolley, BREEZE, or SPRINTER service, except ADA paratransit services. Some services may require a cash upgrade in conjunction with the Regional Universal Token.~~

~~Tokens will not be accepted for payment of any COASTER, Access, LIFT, or Rapid Express single-trip fare. Multiple tokens may be used to pay fares or purchase passes with a value of more than one local bus trip, but change will not be given.~~

SECTION 5: COMPASS-PRONTO CARDS

5.1 Card Acquisition and Registration

MTS, the administrator of the Compass-PRONTO Card Program, may require a nonrefundable fee for passengers wishing to acquire a PRONTO Compass-Card. The fee shall not exceed \$57.

PRONTO Compass-Card users may elect to register their card. If registered, users will be entitled to one free replacement if the card is lost or stolen. Additionally, registered users of the PRONTO Compass-Card are entitled to balance protection. Registered users will be reimbursed the remaining value of their cash or transit product at the time the card is reported lost or stolen. Reimbursement will be provided on a new PRONTO Compass-Card. An unregistered user shall have no right to reimbursement or refund of a PRONTO Compass-Card balance even if the card is lost or stolen. Registered PRONTO Compass-Cards are not transferable.

PRONTO Compass-Card users may opt not to participate in the registration program, but shall be required to pay the above-mentioned fee and will not receive the benefits of registration. Whether or not a user pays a fee or participates in the registration program, the PRONTO Compass-Card shall be the property of MTS and may be revoked and/or confiscated by MTS or NCTD.

5.2 Validating a PRONTO Compass-Card

PRONTO Compass-Card users who have a transit fare product or Stored Value loaded on their card must validate their card each time they board a bus or train. Passengers who fail to tap and validate their PRONTO Compass-Card as required may be deemed to not be in possession of a valid fare consistent with the ordinances and policies of MTS and NCTD.

5.3 Inspection and Use of PRONTO Compass-Cards and Mobile Apps

Users of the PRONTO Compass-Card must produce the PRONTO Compass-Card or Mobile App for inspection by authorized MTS or NCTD personnel or their designated agents. The PRONTO Compass-Card and Mobile App is-are intended as a fare payment devices on MTS, NCTD, or any transportation service that is part of the San Diego Regional Fare System. Any nonauthorized use of the card or app is strictly forbidden.

5.4 Refunds of Stored Value and Transit Products

Refunds will not be issued for transit pass products or Stored Value loaded onto a PRONTO Compass-Card.

5.5 Photographs of Cardholders

A photograph of a registered card holder may be printed onto a ~~PRONTO Compass~~ Card if requested by the registered user. MTS or NCTD may charge a fee for placement of a photograph on the ~~PRONTO Compass~~ Card. ~~PRONTO Compass~~ Cards bearing a photograph only may be used by the person whose photograph appears on the card.

5.6 Stored Value

The Stored Value feature ~~of a Compass Card (Compass Cash) may be loaded with~~ allows passengers to load cash value into the PRONTO account for use with the PRONTO card or app. A ~~Compass-PRONTO~~ Card with Stored Value may not be used to purchase an additional or replacement ~~Compass-PRONTO~~ Card. A ~~PRONTO Compass~~ Card with Stored Value may not be used to purchase fare products or Stored Value to be loaded onto a different ~~PRONTO Compass~~ Card.

5.7 ~~Default Best~~ Fare for Stored Value

~~PRONTO system's ability to charge customers (using PRONTO Stored Value) the cost of a one-way fare per boarding up to a daily and monthly maximum equal to the cost of a Day or Monthly Pass and not more ("capped") for the type of service being used (i.e., Regional or Premium Regional but excluding COASTER). Additional boardings made during the day or month after reaching the cap are free. All card holders boarding any bus or rail vehicle and paying their fare with Stored Value on a Compass Card will have the applicable one-way fare cost deducted from the Compass Card when a farebox or platform validator is tapped. Passengers boarding a bus must advise the driver before tapping if they wish to purchase a Day Pass. Passengers boarding a service at any station or stop equipped with platform validators and TVMs must use the TVM if the passenger prefers to purchase a paper single-trip ticket or a product other than the default Day Pass for the service they will be boarding.~~

SECTION 6: MOBILE TICKETING

~~Compass Cloud is a PRONTO Mobile Ticketing~~ ticketing used on a mobile phone application (or "app") allowing allows for the purchase of many of the fares available. It has the capability to offer the full range of fares and passes, including special events, universal passes, discounted fares, one-way fares, day passes and monthly passes. The products offered are at the discretion of the transit agencies, through a joint decision. Discounted fares and universal passes require proof of eligibility to make the fares available. Refunds will not be issued for transit pass products loaded onto ~~Compass Cloud~~ PRONTO mobile ticket applications.

SECTION 7: DISCOUNTED POST-SECONDARY AND GROUP PASSES

7.1 Post-Secondary Discounted Passes

MTS and NCTD shall each have the right to negotiate agreements, individually or jointly, with educational institutions. MTS and NCTD may establish their own policies, terms or eligibility rules regarding the sale of the passes in the sales agreements; however, the prices to the education institutions must conform to this Ordinance.

7.1.1 Discounted Calendar Monthly Post-Secondary Regional Pass

The price of a Regional Monthly ~~/30-Day Pass~~ for post-secondary institutions shall be 80 percent of the price of an Adult Regional Monthly ~~/30-Day Pass~~. The discounted pass shall be valid for unlimited travel during a calendar month ~~or 30-day period~~.

7.1.2 Discounted Post-Secondary Regional Quarter/Trimester/Semester Pass

The price of the quarter/trimester/semester pass for post-secondary educational institutions shall be based on 65 percent of the price of an Adult Regional Monthly ~~/30-Day Pass~~, divided by 31 and multiplied by the average number of calendar days in the academic term of all institutions with similar academic terms.

The discounted Regional pass shall be valid for unlimited travel during an academic term until the end of the Service Day on the last day of the academic term. All Regional Pass rules apply to the Post-Secondary Regional Quarter/Trimester/Semester Pass.

7.2 Group Pass Program

7.2.1 ~~Ecopass-PRONTO Partners Plus~~ Group Sales Pass Program

This program is for businesses or groups who purchase Regional and Premium passes and who are willing to purchase sufficient passes to provide a full year of transportation for 10 employees or members at a discounted rate and execute a participation agreement.

The pass price discount would be based on the pre-purchase of a specified number of passes for a 12-month period. Only one three-month trial program is permitted per employer or group interested in testing the program. Advance payment is generally required for both the trial program and permanent program annual passes. Participants may purchase additional monthly passes as provided in the participation agreement at a discounted rate.

The price of the employer or group sales pass program shall be set according to the number of annual regular adult passes purchased as defined in the participation agreement. All passes purchased in excess of limits in the participation agreement may be sold at retail rates.

7.2.2 Universal Pass Program

MTS and NCTD shall each have the right to negotiate UPass agreements, individually or jointly, with sponsoring entities. MTS and NCTD may establish their own policies, terms, or eligibility rules regarding the sale of the UPass in the sales agreements.

SECTION 8: TRANSFERS WITH OTHER TRANSIT OPERATORS

MTS, NCTD, LOSSAN, and or Metrolink may develop policies for transfers and joint ticketing as deemed necessary by the respective entities. Policies for transfers and joint ticketing shall be included on the respective agency websites and in rider information guides. These policies may include the acceptance of fare media outside of the PRONTO system.

8.1 Metrolink Trip Tickets and Monthly Passes

Metrolink Trip Tickets and Monthly Passes are valid as full boarding fare on NCTD buses and the SPRINTER on all routes directly serving the Oceanside Transit Center. Metrolink tickets and passes are not valid for transferring between NCTD routes or between NCTD and MTS. Metrolink tickets are not valid for transfers to the COASTER. The rules governing the acceptance of the Metrolink tickets and passes are as follows:

8.1.1 Metrolink Monthly/7Day Pass: This pass must have the correct current month, year, and days, and list Oceanside as a valid city in order to be valid.

8.1.2 Metrolink Round-Trip Ticket: This ticket must be imprinted with the current date and is valid until the time shown on that date on the BREEZE or the SPRINTER at Oceanside Transit Center.

8.1.3 Metrolink One-Way Ticket: This ticket must be imprinted with the current date and is valid until the time shown on that date to board the BREEZE or the SPRINTER departing the Oceanside Transit Center.

SECTION 9: PARTICIPATION IN THE REGIONAL FARE SYSTEM

The requirements for participation in the Regional Fare System by transportation providers shall be as follows:

- 9.1** Transit operators participating in the Regional Fare System must operate fixed-route transit service with fixed, published schedules.
- 9.2** Transit Operators must serve an area not currently served by an existing publicly subsidized, fixed-route bus operator.
- 9.3** New transit operators will be incorporated into the Compass-PRONTO Card system to the extent feasible and practical as determined jointly by MTS and NCTD.
- 9.4** Any transit provider selling or receiving Compass-PRONTO Card, Compass-CloudPRONTO mobile ticketing, or other MTS and NCTD fare media shall have a secure handling procedure for all fare media. All tickets, passes, and transfers shall be handled as cash-value media, with appropriate security provided for acceptance, inspection, storage, distribution, and disposal.

SECTION 10: SPECIAL FARES

10.1 Sworn Peace Officers

MTS and NCTD transit operators will allow all San Diego County, state, and federal sworn peace officers, in uniform or in civilian clothes, to ride on scheduled bus and train routes without charge. Officers must show identification when requested by MTS or NCTD. This privilege does not apply to special events for off-duty officers.

10.2 Temporary, Promotional, and Experimental Fares

MTS and NCTD shall have the ability to set temporary, promotional, and experimental fares. Temporary, promotional, and experimental fares are defined as fares implemented for no more than 12 months for seasonal events or for marketing purposes. These fares, because of their short term/temporary nature, are not included in this Ordinance.

SECTION 11: ~~S/D/MSDM~~ AND YOUTH ~~COMPASS-PRONTO~~ CARDS ELIGIBILITY AND REQUIREMENTS

11.1 Eligibility

In order to be eligible to purchase discounted ~~S/D/MSDM and Youth~~ Passes, passengers must present an ~~S/D/MSDM~~ or person with disabilities ~~Compass-PRONTO Card with integral photo identification~~ or one of the valid identification cards listed in Sections ~~40.311.2~~ through ~~40.311.4~~.

11.2 Seniors

Seniors must provide a valid Medicare card, state-issued driver's license, government-issued photo identification, or an ~~S/D/MSDM PRONTO Compass~~ Card with integral photo identification when paying a Cash Fare, purchasing a Senior Pass, or boarding a transit vehicle with a Senior Pass.

11.3 Persons with Disabilities and Medicare

11.3.1 Cash Fares

All persons with a valid MTS identification card, Medicare Card, NCTD disabled identification card, State of California Department of Motor Vehicles (DMV) disabled identification card, or DMV placard identification card shall be permitted to pay the ~~S/D/MSDM and Youth~~ single cash fare.

11.3.2 ~~Compass-Reduced Fare PRONTO Cards Accounts~~

In order to ~~receive-qualify and establish~~ a reduced fare ~~PRONTO Compass CardAccount~~, a person with a disability must present for approval their completed application form and show a government-issued photo identification card and original versions of at least one of the following (photocopies will not be accepted) at the time of submitting the application:

- 11.3.2.1** State of California DMV disabled identification card, (the white receipt from the DMV)
- 11.3.2.2** State of California DMV placard identification card
- 11.3.2.3** ADA Paratransit Identification Card
- 11.3.2.4** Certification on the application form by a doctor or a qualified health care professional or a statement from a physician or rehabilitation center (on original letterhead or prescription notepad with an original

signature). In addition to the nature of the disability, the statement should identify whether it is permanent or temporary in nature

- 11.3.2.5** Individualized Education Program from school for disabled students
- 11.3.2.6** Current year Supplemental Security Income. (S.S.I.) or Social Security Administration (S.S.A.), or Social Security Disability Insurance (S.S.D.I.). award letter
- 11.3.2.7** Letter from the Epilepsy Foundation
- 11.3.2.8** Letter from the San Diego Center for the Blind
- 11.3.2.9** Letter from the San Diego Regional Center
- 11.3.2.10** Unexpired MTS or NCTD disabled identification card

11.4 Youth

Youth must provide on request valid school, college, or government-issued photo identification to establish eligibility for a Youth discount when boarding a transit vehicle with a Youth pass.

SECTION 12: ADA Paratransit

12.1 Fares

The ~~Cash~~ Fare for ADA paratransit per ride for ADA-certified passengers ~~for one complete trip, origin to destination, regardless of any need to transfer between ADA transit operators or zones,~~ shall be double the local fixed-route fare ~~of the typical fixed-route service linking the origin and destination based on a determination by MTS or NCTD. Such determination must be made by calculating the regular fixed-route fare, including transfers for a trip of similar length, at a similar time of day, on the transit operators fixed-route system.~~

All ADA prepaid fare media only will be good on the system for which it was created. ADA prepaid fare media may not be loaded onto a ~~PRONTO Compass~~ Card.

One personal care attendant may ride free with each ADA passenger riding an ADA paratransit or transit vehicle if requirement is identified on ADA certification.

MTS and NCTD may establish their own policies and prices regarding the sale/issuance of daily/monthly/~~30-day annual~~ passes for fixed-route buses and trains to ADA-certified passengers; however, the prices to these customers must not exceed the ~~S/D/MSDM~~ prices.

12.2 LIFT and Access Transfers

Paratransit customers needing to transfer between MTS Access, and NCTD LIFT or FLEX will need to pay the corresponding fares.

Processes and rules regarding regional ticket and pass administration and revenue sharing may be the subject of one or more separate agreements between MTS and NCTD.

This Ordinance shall go into effect on ~~March 10, 2019~~May 16, 2021. Notwithstanding Board Policy No. 004: Rules of Procedure for Board of Directors and Committees, all amendments shall go into effect not less than 30 days after the second reading and approval of the Board of Directors or the Transportation Committee, unless approved in accordance with Board Policy No. 004 as an urgency measure.

CHAIRPERSON

SECRETARY

ATTEST: _____

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

COUNTY OF SAN DIEGO

DATED: _____, ~~2019~~2021

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Appendix A

Public Notices and Outreach Materials

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A. “Take One” Flier

NOTICE

Post Until 1/13/21



NORTH COUNTY
TRANSIT DISTRICT

SANDAG

Public Meetings for Input on Fare Change Proposals

The Metropolitan Transit System (MTS), North County Transit District (NCTD), and the San Diego Association of Governments (SANDAG) are proposing amendments to transit fares in 2021. If approved, these changes would take effect when the Compass Card system is replaced by the new regional PRONTO fare system in mid-2021. Two fare adjustment scenarios are under consideration and detailed in the table inside this Notice Both scenarios would:

- **Reduce one-way cash fares for Youth to align with the discounted Senior/Disabled/Medicare cash fares.**
- **Increase Adult one-way cash fares on most bus and light rail services from \$2.50 to \$2.75.**
- **Include “best-fare” capabilities for 1-day and Monthly passes (except NCTD COASTER) and eliminate the 30-day pass (see “How will PRONTO work” inset below).**
- **Increase MTS Access and NCTD LIFT fares from \$5.00 to \$5.50.**

Scenario B includes small increases to monthly products. Proposed changes allow MTS and NCTD to offer “best-value” fares (see PRONTO insert). Three public meetings will be held to get public input. If approved by MTS, NCTD, and SANDAG boards, the new fares would be implemented after May 1, 2021.

How will PRONTO work? This new fare system will automatically give riders the best-possible fare. Riders who load money into their PRONTO account will have a one-way fare deducted from their balance each time they board a public transit vehicle (COASTER requires the pre-purchase of Day and Month Passes). A rider will never be charged more than the value of a Day Pass or Monthly Pass once they have deducted the value of those passes over the course of a day or month. Riders may still purchase a calendar month pass in advance if they choose. Riders will be able to load money in their account online, in the new PRONTO mobile app, on ticket machines at stations, at the Transit Store or Customer Service Centers, and at participating retail outlets. It happens instantly! Learn more at ridePRONTO.com

PUBLIC INFORMATION & INPUT MEETINGS

Due to Covid-19 safety precautions, these meetings will be held “virtually,” with the public able to listen and provide input by computer or telephone. See below for information on how to participate.

- **Saturday, January 9, 2021, 10 a.m.**
- **Tuesday, January 12, 2021, 1 p.m.**
- **Wednesday, January 13, 2021, 6 p.m.**

Register for the
public meetings
and learn more at



sdmts.com/fare-change

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons needing assistance to participate. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request the materials in an alternate format and/or additional language(s), please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905. **Spanish language interpretation is also available;** to request interpretation services in other languages, please call (619) 699-1900 at least 72 hours prior to the meeting time.

OTHER INPUT/FEEDBACK METHODS

To submit your comments in writing:

- Mail to: SANDAG PIO, 401 B Street, Suite 800, San Diego, CA 92101
- Email to: pio@sandag.org
- Comments on webform: sandag.org/fares

Comments must be received no later than March 1, 2021. After public input is received and analyzed, a final recommendation will be considered by the MTS, NCTD, and SANDAG Boards of Directors, at which time the public can also make comments. 2

AVISO

Reuniones Públicas para Comentarios Sobre Propuestas de Cambio a Tarifas



NORTH COUNTY
TRANSIT DISTRICT

SANDAG

El Sistema de Transporte Metropolitano (MTS, por sus siglas en inglés), el North County Transit District (NCTD, por sus siglas en inglés) y la Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) proponen cambios a las tarifas de transporte público en el 2021. De ser aprobadas, estos cambios entrarían en vigor cuando se reemplace el sistema de Tarjetas Compass por el nuevo sistema regional de tarifas PRONTO a mediados del 2021. Hay dos escenarios de cambio a las tarifas bajo consideración, los cuales se detallan en la tabla dentro de este Aviso. Ambos escenarios harían:

- **Reducir las tarifas en efectivo de viajes sencillos para Jóvenes para alinearlas con las tarifas en efectivo con descuento para Personas Mayores/ con Discapacidades/Medicare.**
- **Aumentar las tarifas en efectivo de viajes sencillos para Adultos en la mayoría de los servicios de autobús y Trolley de \$2.50 a \$2.75.**
- **Incluir capacidades de “mejor tarifa” para pases de 1 Día y Mensuales (excepto NCTD COASTER) y eliminar el pase de 30 días (consulte el recuadro “Cómo funcionará PRONTO” a continuación).**
- **Aumentar las tarifas de MTS Access y NCTD LIFT de \$5.00 a \$5.50**

El escenario B incluye pequeños aumentos a los productos mensuales. Los cambios propuestos permitirían a MTS y NCTD ofrecer tarifas de “mejor valor” (consulte el recuadro de PRONTO). Se realizarán tres reuniones públicas para obtener opiniones del público. Si las juntas de MTS, NCTD, y SANDAG lo aprueban, las nuevas tarifas se implementarían después del 1 de mayo de 2021.

¿Cómo funcionará PRONTO? Este nuevo sistema de tarifas ofrecerá automáticamente a los pasajeros la mejor tarifa posible. A los pasajeros que carguen dinero en su cuenta PRONTO se les deducirá una tarifa de viaje sencillo de su saldo cada vez que aborden un vehículo de transporte público (COASTER requiere la compra anticipada de Pases de Día y Mes). Al pasajero nunca se le cobrará más que lo que cuesta un Pase de 1-Día o un Pase Mensual una vez que hayan pagado el valor de esos pases en el transcurso de un día o un mes. Los pasajeros aún pueden comprar un pase del mes por adelantado si así lo desean. Los pasajeros podrán cargar dinero en su cuenta en línea, en la nueva aplicación móvil PRONTO, en las máquinas expendedoras de boletos en estaciones, en la tienda Transit Store o en los Centros de Servicio al Cliente, y en los puntos de venta participantes. 25
¡Los fondos se cargan instantáneamente! Obtenga más información en ridePRONTO.com

REUNIONES INFORMATIVAS Y DE COMENTARIOS PUBLICOS

Debido a las precauciones de seguridad por COVID-19, estas reuniones se llevarán a cabo “virtualmente,” y el público podrá escuchar y brindar información por computadora o por teléfono. Vea a continuación detalles de cómo participar.

- **Sábado, 9 de enero de 2021, 10 a.m.**
- **Martes, 12 de enero de 2021, 1 p.m.**
- **Miércoles, 13 de enero de 2021, 6 p.m.**

Regístrese para las reuniones públicas y obtenga más información en

sdmts.com/fare-change



Para cumplir con la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), SANDAG acomodará a personas que necesiten ayuda para participar. Si requiere dicha asistencia, comuníquese con SANDAG al (619) 699-1900 al menos 72 horas antes de la reunión. Para solicitar los materiales en un formato alternativo y/o en otros idiomas, llame al (619) 699-1900, (619) 699-1904 (TTY) o envíe un fax al (619) 699-1905. **Servicios de interpretación en español también serán disponibles.** Para solicitar servicios de interpretación en otros idiomas, llame al (619) 699-1900 al menos 72 horas antes de la hora de la reunión.

OTRAS MANERAS DE DAR SU OPINION Y COMENTARIOS

Para enviar sus comentarios por escrito:

- Envíe su correo a SANDAG PIO, 401 B Street, Suite 800, San Diego, CA 92101
- Envíe un correo electrónico a: pio@sandag.org
- Comentarios en línea: sandag.org/fares

Los comentarios deben recibirse a más tardar el 1 de marzo de 2021. Después de recibir y analizar las opiniones del público, las juntas directivas de MTS, NCTD, y SANDAG considerarán una recomendación final, momento en el que el público también puede hacer comentarios.

PROPOSED FARE CHANGES

“**REGULAR SERVICES**” are the normal-fare, fixed-route bus and rail services most riders use on a daily basis. These include most MTS bus routes (including Rapid), MTS Trolley, NCTD BREEZE, and NCTD SPRINTER.

“**REGULAR SERVICES**” exclude: MTS *Rapid* Express, MTS Rural, MTS Access, NCTD COASTER, NCTD FLEX, and NCTD LIFT.

SDM = Discounted fare for **Seniors** (65+), qualifying **Disabled** individuals, and **Medicare** recipients.

PROPUESTOS CAMBIOS A LAS TARIFAS

Los “**SERVICIOS REGULARES**” son los servicios de autobús y tren de ruta fija con tarifas normales que la mayoría de los pasajeros utilizan a diario. Estos incluyen la mayoría de las rutas de autobús de MTS (incluyendo Rapid), Trolley de MTS, NCTD BREEZE y NCTD SPRINTER.

Los “**SERVICIOS REGULARES**” excluyen: MTS *Rapid* Express, MTS Rural, MTS Access, NCTD COASTER, NCTD FLEX y NCTD LIFT.

SDM = Tarifa con descuento para **Personas Mayores** (65+), Personas con **Discapacidades** que califiquen y beneficiarios de **Medicare**.

Fare/Pass Tarifa/Producto	Service Servicio	Rider Type Tipo de Pasajero	Current Actual	SCENARIO A ESCENARIO A	SCENARIO B ESCENARIO B
One-Way Cash Fare Tarifas en Efectivo de Viaje Sencillo	Regular Services Servicios Regulares	Adult / <i>Adulto</i>	\$2.50	\$2.75	\$2.75
		Youth / <i>Jóvenes</i>	\$2.50	\$1.25	\$1.25
		SDM	\$1.25	No Change / <i>Sin cambios</i>	No Change / <i>Sin cambios</i>
	MTS <i>Rapid</i> Express (Routes/ <i>Rutas</i> 280 & 290) NCTD FLEX	Adult / <i>Adulto</i>	\$5.00	No Change / <i>Sin cambios</i>	No Change / <i>Sin cambios</i>
		Youth / <i>Jóvenes</i>	\$5.00	\$2.50	\$2.50
		SDM	\$2.50	No Change / <i>Sin cambios</i>	No Change / <i>Sin cambios</i>
	MTS Rural (Routes/ <i>Rutas</i> 888, 891, 892, 894)	Adult / <i>Adulto</i>	\$8.00	No Change / <i>Sin cambios</i>	No Change / <i>Sin cambios</i>
		Youth / <i>Jóvenes</i>	\$8.00	\$4.00	\$4.00
		SDM	\$4.00	No Change / <i>Sin cambios</i>	No Change / <i>Sin cambios</i>
	NCTD COASTER	Adult / <i>Adulto</i>	\$5.00 - \$6.50	No Change / <i>Sin cambios</i>	No Change / <i>Sin cambios</i>
		Youth / <i>Jóvenes</i> , SDM	\$2.50 - \$3.25	No Change / <i>Sin cambios</i>	No Change / <i>Sin cambios</i>
	MTS Access, NCTD LIFT	ADA	\$5.00	\$5.50	\$5.50
Regional 1-Day Pass <i>Pase 1-Día Regional</i>	Regular Services Servicios Regulares	Adult / <i>Adulto</i>	\$6.00	Add Best Fare of \$6.00 per day / <i>Se agrega un Límite de Tarifa de \$6.00 por día</i>	
		Youth / <i>Jóvenes</i> , SDM	\$3.00	Add Best Fare of \$3.00 per day / <i>Se agrega un Límite de Tarifa de \$3.00 por día</i>	
Premium Regional 1-Day Pass / <i>Pase 1-Día</i>	Regular Services, plus MTS <i>Rapid</i> Express and NCTD FLEX (except FLEX 372), plus MTS Rural	Adult / <i>Adulto</i>	\$12.00	Add Best Fare of \$12.00 per day / <i>Se agrega un Límite de Tarifa de \$12.00 por día</i>	
		Youth / <i>Jóvenes</i> , SDM	\$6.00	Add Best Fare of \$6.00 per day / <i>Se agrega un Límite de Tarifa de \$6.00 por día</i>	
COASTER 1-Day Pass / <i>Pase 1-Día</i>	Regular Services, plus MTS <i>Rapid</i> Express, MTS Rural, NCTD FLEX, and NCTD COASTER	Adult / <i>Adulto</i>	\$15.00	No Change / <i>Sin cambios</i>	No Change / <i>Sin cambios</i>
		Youth / <i>Jóvenes</i> , SDM	\$7.50	No Change / <i>Sin cambios</i>	No Change / <i>Sin cambios</i>
Regional 30-Day Pass / <i>Pase 30-Días</i>	Regular Services Servicios Regulares	Adult / <i>Adulto</i>	\$72.00	Eliminate / <i>Eliminar</i>	Eliminate / <i>Eliminar</i>
		Youth / <i>Jóvenes</i> , SDM	\$23.00	Eliminate / <i>Eliminar</i>	Eliminate / <i>Eliminar</i>
Regional Monthly Pass <i>Pase Mensual Regional</i>	Regular Services Servicios Regulares	Adult / <i>Adulto</i>	\$72.00	Add Best Fare of \$72 per Calendar Month / <i>Se agrega un Límite de Tarifa de \$72 por mes de calendario</i>	Increase price to (and add Best Fare of) \$75 per Calendar Month / <i>Se aumenta el precio a (y se agrega un límite de tarifa de) \$75 por mes de calendario</i>
		Youth / <i>Jóvenes</i> , SDM	\$23.00	Add Best Fare of \$23 per Calendar Month / <i>Se agrega un Límite de Tarifa de \$23 por mes de calendario</i>	Increase price to (and add Best Fare of) \$24 per Calendar Month / <i>Se aumenta el precio a (y se agrega un límite de tarifa de) \$24 por mes de calendario</i>
Premium 30-Day Pass / <i>Pase 30-Días</i>	Regular Services, plus MTS <i>Rapid</i> Express and NCTD FLEX (except FLEX 372)	Adult / <i>Adulto</i>	\$100.00	Eliminate / <i>Eliminar</i>	Eliminate / <i>Eliminar</i>
		Youth / <i>Jóvenes</i> , SDM	\$32.00	Eliminate / <i>Eliminar</i>	Eliminate / <i>Eliminar</i>
Premium Monthly Pass <i>Pase Mensual Premium</i>	Regular Services, plus MTS <i>Rapid</i> Express and NCTD FLEX (except FLEX 372), plus MTS Rural	Adult / <i>Adulto</i>	\$100.00	Add Best Fare of \$100 per Calendar Month / <i>Se agrega un Límite de Tarifa de \$100 por mes de calendario</i>	
		Youth / <i>Jóvenes</i> , SDM	\$32.00	Add Best Fare of \$32 per Calendar Month / <i>Se agrega un Límite de Tarifa de \$32 por mes de calendario</i>	
COASTER 30-Day Pass / <i>Pase 30-Días</i>	Regular Services, plus MTS <i>Rapid</i> Express, MTS Rural, NCTD FLEX, and NCTD COASTER	Adult / <i>Adulto</i>	\$140 - \$182	Eliminate / <i>Eliminar</i>	Eliminate / <i>Eliminar</i>
		Youth / <i>Jóvenes</i> , SDM	\$58.00	Eliminate / <i>Eliminar</i>	Eliminate / <i>Eliminar</i>
COASTER Monthly Pass / <i>Pase Mensual</i>	Regular Services, plus MTS <i>Rapid</i> Express, MTS Rural, NCTD FLEX, and NCTD COASTER	Adult / <i>Adulto</i>	\$140 - \$182	No Change / <i>Sin cambios</i>	No Change / <i>Sin cambios</i>
		Youth / <i>Jóvenes</i> , SDM	\$58.00	No Change / <i>Sin cambios</i>	No Change / <i>Sin cambios</i>

B. Newspaper Advertisements

Donations may provide needed boost

By Jessica Brodtkin Webb
STAFF WRITER

The American Red Cross is now testing blood, platelet and plasma donations for COVID-19 antibodies with each blood draw. A COVID-19 specific antibody test may indicate if an individual's immune system produced antibodies to the coronavirus, even if they never experienced symptoms. Interim Red Cross Regional Communications Director Christine Welch said individuals who have recovered from COVID-19 may have antibodies

in their plasma that could provide another patient's immune system the boost it needs to beat the virus. Donated plasma is currently being used as a treatment for patients who are seriously ill with COVID-19. Welch also said rising cases across the United States have increased the need for convalescent plasma, leading to a shortage of the potentially lifesaving blood product. A recent blood donation drive in Lakeside saw multiple phlebotomy stations set up in the large Veterans of Foreign Wars hall, spaced about 10 feet apart.

Upon entering the hall, each donor was given a temperature check, advised on social distancing and required to wear a face covering or mask.

Registered Nurse Janet Wyss said they're "seeing lots of first-timers since COVID began" in addition to regular donors. At one table, phlebotomist Jo Beth Lytoe drew several test vials of blood as well as a regular pint of blood from volunteer donor Karen Frye, who said she makes it a point to schedule a donation for her birthday each year.

Wyss looked on as Frye moved on from the donor area to the snack station set up nearby while Lytoe packed up a series of vials for testing. Wyss said all the blood drawn that day was being packaged for a main

site in Pomona, where the individual vials of blood would be tested. "They know within a week if someone tests positive for antibodies and will notify people," Wyss said. There is a limited time frame to draw blood from persons who test positive, Wyss said.

"Unfortunately, the COVID antibodies look like they're not lasting long, we can draw maybe five to seven times from one person within the time while they have antibodies present. You'd expect them to last longer."

Wyss said it feels good to oversee the donations coming in, that "you're here because you want to be here" and that it is nice to work with people who want to help the community. "You're not sick, you're a volunteer," Wyss said.

Donors will be needed long after the COVID-19 pandemic has lifted. After cases subside and the need for convalescent plasma is less dire, red blood cells will still be needed to help trauma and surgical patients as always.

Welch said The Red Cross encourages eligible individuals to give blood to help patients in need.

To schedule an appointment to donate, she said, donors can use the Red Cross Blood Donor Application, visit www.RedCrossBlood.org or call 1-800-RED CROSS.

Bail set for murder suspect; ex-deputy guilty of gun sales

Court Roundup with Neal Putnam

A judge set bail at \$2 million Dec. 29 for a young man accused of shooting another man to death in the parking lot of the Marketplace in Lake Murray Village in La Mesa.

Alexander Cesar Nghiem, 20, pleaded not guilty to murder and to being a felon in possession of a firearm in the slaying of Di'Marcus Lavonne Mayes, 29, of Escondido on Dec. 11.

Deputy District Attorney Marideth Kimble told El Cajon Superior Court Judge John Thompson the victim was invited into Nghiem's car where he was apparently shot in the torso and neck.

Kimble said Mayes stumbled outside and Nghiem apparently drove off. La Mesa police officers responded to multiple calls regarding gunshots and found Mayes. They rendered aid until paramedics arrived, but Mayes was pronounced deceased at the scene.

Kimble said there was a bloody scene left in Nghiem's car and he drove the vehicle to his grandmother's house, covering it with a tarp.

The victim and Nghiem were strangers to each other, the prosecutor said.

Kimble asked for \$3 million bail, saying he was a danger to the community. She said Nghiem was on probation for a felony charge that was unspecified. His attorney, Paul Rodriguez, asked for reasonable bail.

A Feb. 9 preliminary hearing was set.

federal prison, records say. Federal authorities searched his home in February 2019, and Garmo retired in October 2019, after working for the sheriff's department for 27 years.

Court documents say some of the gun sales paperwork took place in the Rancho San Diego sheriff's station where Garmo worked. That station services Spring Valley, Lemon Grove, and other areas.

Garmo has agreed to forfeit 58 firearms and 5,385 rounds of ammunition. A total of 291 firearms and 131,458 rounds of ammunition were forfeited with other people who were also implicated.

Leo Hamel, 62, a Jamul resident who founded a jewelry store, acquired several firearms from Garmo without proper documentation. Hamel and sheriff's lieutenant, Fred Magana, 42, both pleaded guilty to aiding and abetting Garmo's business. They are free on bond and will be sentenced in February and March.

Terrell Damauge Mallard, 27, of Lemon Grove, was sentenced Dec. 17 to approximately 10 days in jail that he has already served for striking a man with a metal pipe in 2019.

Mallard pleaded guilty to misdemeanor battery in the injury to Anthony McFarlan, 43, who was found bleeding and lying on a sidewalk in the 7200 block of Pacific Avenue in Lemon Grove.

The sheriff's department said the victim had been chased by Mallard and three teenagers on June 24, 2019. A 15-year-old boy was detained by sheriff's deputies, but his case is not public record because of his age.

Mallard was ordered to stand trial for assault with a deadly weapon and battery with serious injury following a preliminary hearing with five witnesses. The felony charges were later dismissed and he was sentenced to the time he had already served in jail before he was allowed to remain free on his own recognizance by an El Cajon Superior Court judge, according to court records.






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LA JOLLA REVIEW »

CONT. FROM PG. 8

announcement came a few weeks after the district shut down all of its schools to prevent the spread of the virus.

Relief Partnership

Continuing to take aggressive steps to deliver relief to San Diegans affected by COVID-19, Mayor Faulconer and Council President Pro Tem Barbara Bry announced on April 13 over \$300,000 in private donations to kick start a new partnership to expand the City's Small Business Relief Fund and encourage more community support for small businesses as the demand for economic relief rose.

MAY**Disabled Rights**

Disabled-rights attorney Ann Menasche called for the City to end its moratorium prohibiting vehicle habitation throughout most of the City, warning policies punishing people without housing and forcing them into crowded shelters or safe lots would worsen the COVID-19 pandemic. "This strategy runs counter to recommendations of public health experts asking people to shelter in place," Menasche argued.

New Normal

LJVN surveyed a representative cross-section of small businesses and individuals in the community

to get their take on how the "new normal" had impacted residents and businesses. "It's a mess, just a rat's race to figure out what's going on," responded Brett Murphy of La Jolla Sports Club at 7825 Fay Ave.

Coast Walk Fundraising

Despite the pandemic, nonprofit Friends of Coast Walk Trail soldiered on with fundraising to complete ongoing projects to improve the popular half-mile panoramic trail on the bluffs between the Cave Store at La Jolla Cove and La Jolla Shores beach.

Master Plan Update

La Jolla Parks and Beaches, Inc. established a working group to review the City's Draft Parks Master Plan and submit comments relating to La Jolla's shorelines and parks to the City by May 25.

No Normal

Allowed to reopen with strict guidelines and limited seating under the County's plan to allow dine-in customers, local restaurateurs were happy to reopen, but also feared the pandemic had shaken customer's confidence, which could translate into a long slow climb back to normalcy and profitability.

Tourism Turn

Jonah Mechanic, owner of SeaBreeze Vacation Rentals in La Jolla and president of Share San Diego, Airbnb's San Diego arm, said the typical San Diego tourist has changed. "The client now is not your typical tourist who comes

here to go to the beach and see all of San Diego's attractions like the zoo, Balboa Park and SeaWorld, which are all closed," he said. "People are now staying here for more extended periods of time, are coming and renting for a month or multiple weeks, so they can stay in the same house and quarantine together. It's something we haven't seen before."

JUNE**Better Belvedere**

La Jolla Parks and Beaches, Inc. June 1 approved plans for the replacement of a historic belvedere at Windansea beach to be done by landscape architect Jim Neri who had worked on a number of coastal park improvement projects in La Jolla, including restoration of the Children's Pool Plaza.

Outdoor Dining

La Jolla civic leaders were initially frustrated in attempts to close off streets in the Village and Shores to accommodate outdoor dining to aid restaurants following the pandemic lockdown. "It's the perfect location," said La Jolla Shores Association president Janie Emerson of Avenida De La Playa, the neighborhood's commercial business strip.

BLM Backed

Dozens of residents and supporters came out to the 'Paddle for Peace' event at Windansea beach to back Black Lives Matter and protest police brutality on June 8. On June 3, several local African-American spokespeople participated in an hour-long



Self-professed 'hippie' and recent high school grad Danika Zikas, 17, organized a flower march on June 12 in La Jolla to support the Black Lives Matter movement. PHOTO BY DON BALCH



Geisel Library first opened its doors to the UC San Diego community and public in September 1970. UC San Diego commemorated the 50th anniversary of Geisel Library in September. COURTESY PHOTO

Zoom webinar on social justice and accountability in the wake of George Floyd's tragic murder.

Village Signage

La Jolla Traffic & Transportation Committee got an update from the La Jolla Village Merchants Association on establishing a new street signage program to help people find their way more easily in the Village. "We are exploring ways to mitigate some of the traffic issues that

are caused by parking, working with Ace Mobility, our parking consultant," said Jodi Rudick, LJVM executive director. "We're excited about maybe introducing some electronic signage to help people understand where they might be parking."

Flower Power

Self-professed "hippie" and recent high school grad Danika Zikas, 17, organized a flower march for June

See LA JOLLA REVIEW, Page 10

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Meet the Robinsons

San Diego street names: Part nine of the series

PastMatters
KATHERINE HON

The original name of present-day Ray Street was Robinson Street. This narrow road marks the boundary between William Jefferson Gatewood's West End tract and Joseph Nash's Park Villas tract. Both men knew multiple Robinsons in early San Diego.

One possibility for the original street name is William N. Robinson (1841-1878), who arrived in San Diego from Texas in 1850 as a young boy with his father and mother. The family settled in Old Town. In 1867, 10 years after his father died, William and his mother sold their large land holdings in the western part of San Diego and moved to a ranch in Jamul. The 1870 federal census listed him as a farmer.

He served in the state assembly in 1869 and 1870, during which time he was favorably mentioned in several issues of the San Diego Union. The December 30, 1869 issue noted, "Hon. W.N. Robinson, our member of the State Legislature, will please accept the thanks of this office for favors at Sacramento." The February 3, 1870 issue reported under a letter from Sacramento, "I don't know what our San Diego people are after, but I have noticed several of our leading citizens here lately. W. Jeff. Gatewood has been at the Capital all along, and within the past

few days I have seen Judge Bush, Sheriff McCoy, and other familiar faces. Representative Robinson is always at his post, and votes regularly on every bill that comes up."

Robinson and Gatewood connected in the effort to bring the transcontinental railroad to San Diego. The San Diego Union's October 10, 1868 issue listed William N. Robinson as one of the directors of the San Diego and Gila Southern Pacific and Atlantic Railroad Company, of which Gatewood was president.

The San Diego Union's June 3, 1871 issue related a connection between Robinson and merchant Joseph Nash in a short news item stating, "TALL OATS - We saw at Mr. J. Nash's store yesterday, stalks of oats eight feet in height, that came from Mr. W.N. Robinson's Ranch in the Jamul Valley. Mr. Robinson will cut about one hundred and fifty tons of oat hay on his ranch this season."

When Robinson ran again for the Assembly in 1873, Gatewood endorsed him at a rally of Democrats, as reported in the Daily Union's September 3, 1873 issue. Robinson lost the race, however, and the stress led to a mental breakdown reported in the Daily Union's September 18, 1873 issue as a "sad calamity that has befallen one of the leading citizens of Southern California." Judge Thomas Bush committed him to the Stockton State Hospital. After a few months, Robinson recovered and was discharged in January 1874. He returned home to Jamul and lived with his mother until his death on October 30, 1878 at the relatively young age of 37. His obituary in the San Diego Union's October 31, 1878 issue noted he was "to be buried at Old Town where the remains of his father and wife repose." This is El Campo Santo cemetery, although these Robinsons are not in marked gravesites, and their names are not on the list of known burials.

William N. Robinson's street name could also recognize his father, James W. Robinson (1790-1857), a prominent California pioneer who played a significant role in Texas history before William was born. In 1835, when Texas was pursuing its independence from Mexico, James W. Robinson was elected lieutenant governor of the provisional government. He



James W. Robinson was a prominent attorney and provisional lieutenant governor in Texas before he came to San Diego in 1850. Ray Street was originally named Robinson Street, possibly for James or his son, William N. (Courtesy of Wikipedia)

briefly served as governor in early 1836, when the original governor, Henry Smith, was deposed. But Smith refused to relinquish the office, so Robinson joined the Texas army and fought at the battle of San Jacinto. He served as a judge from December 1836 to 1840, practiced law, fought in battles at San Antonio, was imprisoned in Mexico in 1842, and may have participated in negotiating the 1843 armistice between Texas and Mexico.

In 1850, James W. Robinson arrived in San Diego with his wife, Sarah, and their young son. They had traveled in a wagon train that included Louis Rose, another prominent San Diego pioneer. Attorney James Robinson took cases throughout the state, many involving land claims, his



The graves of James W. Robinson and his son William at El Campo Santo cemetery in Old Town are not marked. Ironically, "Yankee Jim" Robinson — a thief successfully prosecuted by District Attorney James Robinson in 1852 — has one of the few marked graves, possibly because Yankee Jim is reputed to haunt the nearby Whaley House. (Photo by Katherine Hon)

specialty. He served as district attorney from 1852 to 1855, and in this capacity, he prosecuted an individual who has surpassed most Old Town pioneers in name recognition to this day — "Yankee Jim" Robinson (no relation).

Under the headline, "An Interesting Page of San Diego History — How the Pioneers Disposed of Offensive People," the Daily Union's October 4, 1872 issue related the story of a crime and trial that occurred twenty years earlier in the summer of 1852. The article described how James Robinson, alias "Yankee Jim," a Canadian Frenchman of "dangerous character," and two companions stole a boat in the harbor, afterwards deserting it and turning it adrift. The three men were arrested on the

charge of grand larceny. The article noted that "James W. Robinson, father of Hon. Wm. N. Robinson, was at that time the District Attorney and conducted the prosecution." Yankee Jim was found guilty. He was hanged a month later "on the spot where Whaley's brick house now stands." His spirit is reputed to haunt the Whaley House in one of San Diego's most popular ghost stories.

Unaware that Yankee Jim's story would reverberate through time while his own story would become obscure, District Attorney James W. Robinson continued his contributions to early San Diego civic development. He helped establish the Democratic party in

SEE ROBINSONS, Page 11



This bust of English naturalist John Ray by French sculptor Louis-François Roubiliac is at the British Museum. Ray may be the scientist honored when City Engineer Louis Davids changed Robinson Street to Ray Street in 1900. (Photo by Stephen C. Dickson, courtesy of Wikimedia Commons)



James W. Robinson's family home on the Old Town Plaza was built in 1853, demolished about 1900 and reconstructed by the California Department of Parks and Recreation in 1989. (Photo by Katherine Hon)



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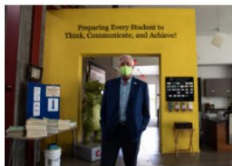
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Kayla Jimenez 15 hours ago



Opinion

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Laura Walsh January 11, 2021



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Maya Srikrishnan January 11, 2021




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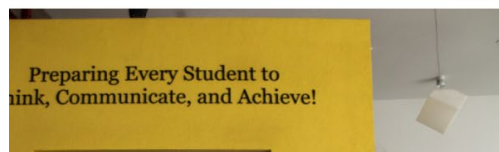
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Comprehensive Fare Ordinance

[Learn More About the 2021 Fare Change Proposal and View the Proposed Fare Changes](#)

The SANDAG Board of Directors approved the region's first Comprehensive Fare Ordinance encompassing fares charged on all public transit vehicles in San Diego County operated by Metropolitan Transit System (MTS) and the North County Transit District (NCTD) on March 24, 2006.

The **Comprehensive Fare Ordinance** consolidates the existing fare levels and regulations of MTS and NCTD into a single SANDAG ordinance.

The Fare Ordinance is consistent with SANDAG Board Policy No. 029, **Regional Fare Policy**, which provides the regional framework for transit fares. All fare changes, including fare increases or changes in fare types, must be approved by the SANDAG Board of Directors or the Transportation Committee. Public hearings will be held whenever fare changes are being considered.

Proposed 2021 Fare Changes

MTS, NCTD, and SANDAG are proposing amendments to transit fares in 2021. If approved, these changes would take effect when the Compass Card system is replaced by the new regional PRONTO fare system in mid-2021.

Two fare adjustment scenarios are under consideration and detailed in the table below. One scenario would include small increases to monthly products. Proposed changes allow MTS and NCTD to offer "best-value" fares.

Both scenarios would:

- Reduce one-way cash fares for Youth to align with the discounted Senior/Disabled/Medicare cash fares
- Increase Adult one-way cash fares on most bus and light rail services from \$2.50 to \$2.75
- Include "best-fare" capabilities for 1-day and Monthly passes (except NCTD COASTER) and eliminate the 30-day pass
- Increase MTS Access and NCTD LIFT fares from \$5.00 to \$5.50

This new PRONTO fare system will automatically give riders the best-possible fare. Riders who load money into their PRONTO account will have a one-way fare deducted from their balance each time they board a public transit vehicle (COASTER requires the pre-purchase of Day and Month Passes).

A rider will never be charged more than the value of a Day Pass or Monthly Pass once they have deducted the value of those passes over the course of a day or month.

Riders may still purchase a calendar month pass in advance if they choose.

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A rider will never be charged more than the value of a Day Pass or Monthly Pass once they have deducted the value of those passes over the course of a day or month.

Riders may still purchase a calendar month pass in advance if they choose.

Riders will be able to load money in their account online, in the new PRONTO mobile app, on ticket machines at stations, at the Transit Store or Customer Service Centers, and at participating retail outlets.

Learn more at [ridepronto.com](#).

Public Meetings

Three virtual public meetings were held in January 2021 to get public input on the 2021 proposed fare changes. If approved by MTS and NCTD Boards, and the SANDAG Transportation Committee, the new fares would be implemented after May 1, 2021.

[Learn More About the 2021 Fare Change Proposal and View the Proposed Fare Changes](#)

Members of the public also may submit comments via phone at (619) 595-5321, email at pio@sandag.org, or by using the [online comment form](#).

To submit comments via mail, send them to:

SANDAG PIO
401 B Street, Suite 800
San Diego, CA 92101

Comments are due by March 1, 2021.

After public input is received and analyzed, a final recommendation will be considered by the SANDAG Transportation Committee and MTS and NCTD Boards of Directors at the following meetings:

MTS Board Info/Public Input Item
Thursday, January 21, 2021, 9 a.m.

NCTD Board Info/Public Input Item
Thursday, January 21, 2021, 2 p.m.

SANDAG Transportation Committee Info/Public Input Item
Friday, February 5, 2021, 9 a.m.

MTS Board Meeting
Thursday, February 18, 2021, 9 a.m.

NCTD Board Meeting
Thursday, February 18, 2021, 2 p.m.

SANDAG Transportation Committee Meeting 1st Reading
Friday, March 19, 2021, 9 a.m.

SANDAG Transportation Committee Meeting 2nd Reading and Approval
Friday, April 2, 2021, 9 a.m.

SANDAG PIO
401 B Street, Suite 800
San Diego, CA 92101

Comments are due by March 1, 2021.

After public input is received and analyzed, a final recommendation will be considered by the SANDAG Transportation Committee and MTS and NCTD Boards of Directors at the following meetings:

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MTS Board Meeting
Thursday, February 18, 2021, 9 a.m.

NCTD Board Meeting
Thursday, February 18, 2021, 2 p.m.

SANDAG Transportation Committee Meeting 1st Reading
Friday, March 19, 2021, 9 a.m.

SANDAG Transportation Committee Meeting 2nd Reading and Approval
Friday, April 2, 2021, 9 a.m.

Related Resources

Links

- [MTS Fares and Passes](#)
- [NCTD Fares and Passes](#)

Publications

- [Regional Transit Fare Structure and Revenue Sharing Study](#) [PDF: 935KB]

Public Notices

- [Notice of Public Meetings for Input on Fare Change Proposals](#)

D. Transit Operators' Websites

2021 Fare Changes | San Diego | X

https://www.sdmts.com/inside-mts-current-projects/2021-fare-changes

MTS
Metropolitan Transit System

SCHEDULES & REAL TIME FARES & PASSES RIDER INFO ABOUT MTS

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Powered by Google Translate

2021 Fare Changes

INSIDE MTS
NEWS & EVENTS
CAREERS
RIDER INSIDER
CURRENT PROJECTS

OLD TOWN TRANSIT CENTER
MODERNIZATION
ELEVATEDSD 2020
ZERO EMISSIONS BUS PILOT PROGRAM

The Metropolitan Transit System (MTS), North County Transit District (NCTD), and the San Diego Association of Governments (SANDAG) are proposing amendments to transit fares in 2021. If approved, these changes would take effect when the Compass Card system is replaced by the new regional PRONTO fare system in mid-2021. Two fare adjustment scenarios are under consideration and detailed in the table inside this Notice Both scenarios would:

- Reduce one-way cash fares for Youth to align with the discounted Senior/Disabled/Medicare cash fares.
- Increase Adult one-way cash fares on most bus and light rail services from \$2.50 to \$2.75.
- Include "best-fare" capabilities for 1-day and Monthly passes (except NCTD COASTER) and eliminate the 30-day pass (see "How will PRONTO work" below).
- Increase MTS Access and NCTD LIFT fares from \$5.00 to \$5.50.

Scenario B includes small increases to monthly products. Proposed changes allow MTS and NCTD to offer "best-value" fares

10:15 AM
1/21/2021

2021 Fare Changes | San Diego | X

https://www.sdmts.com/inside-mts-current-projects/2021-fare-changes

MTS
Metropolitan Transit System

SCHEDULES & REAL TIME FARES & PASSES RIDER INFO ABOUT MTS

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2021 Fare Changes

INSIDE MTS
NEWS & EVENTS
CAREERS
RIDER INSIDER
CURRENT PROJECTS

OLD TOWN TRANSIT CENTER
MODERNIZATION
ELEVATEDSD 2020
ZERO EMISSIONS BUS PILOT PROGRAM

The Metropolitan Transit System (MTS), North County Transit District (NCTD), and the San Diego Association of Governments (SANDAG) are proposing amendments to transit fares in 2021. If approved, these changes would take effect when the Compass Card system is replaced by the new regional PRONTO fare system in mid-2021. Two fare adjustment scenarios are under consideration and detailed in the table inside this Notice Both scenarios would:

- Reduce one-way cash fares for Youth to align with the discounted Senior/Disabled/Medicare cash fares.
- Increase Adult one-way cash fares on most bus and light rail services from \$2.50 to \$2.75.
- Include "best-fare" capabilities for 1-day and Monthly passes (except NCTD COASTER) and eliminate the 30-day pass (see "How will PRONTO work" below).
- Increase MTS Access and NCTD LIFT fares from \$5.00 to \$5.50.

Scenario B includes small increases to monthly products. Proposed changes allow MTS and NCTD to offer "best-value" fares

10:15 AM
1/21/2021

Proposed Fare Changes 2021 | N x +

https://gonctd.com/fare-changes/

NORTH COUNTY TRANSIT DISTRICT

MAPS & SCHEDULES FARES SERVICES ACCESSIBILITY ABOUT NCTD

English

Proposed Fare Changes

Proposed 2021 Fare Changes

The Metropolitan Transit System (MTS), North County Transit District (NCTD), and the San Diego Association of Governments (SANDAG) are proposing amendments to transit fares in 2021. If approved, these changes would take effect when the Compass Card system is replaced by the new regional PRONTO fare system in mid-2021.

Two fare adjustment scenarios are under consideration and both scenarios would:

- Reduce one-way cash fares for Youth to align with the discounted Senior/Disabled/Medicare cash fares.
- Increase Adult one-way cash fares on most bus and light rail services from \$2.50 to \$2.75.
- Include "best-fare" capabilities for 1-day and Monthly passes (except NCTD COASTER) and eliminate the 30-day pass.
- Increase MTS Access and NCTD LIFT fares from \$5.00 to \$5.50.

Scenario B includes small increases to monthly products. Proposed changes allow MTS and NCTD to offer "best-value" fares. Three public meetings will be held to get public input. If approved by MTS, NCTD, and SANDAG boards, the new fares would be implemented after May 1, 2021.

Public Meeting Information Flyer

Proposed Fare Changes 2021 | N x +

https://gonctd.com/fare-changes/

NORTH COUNTY TRANSIT DISTRICT

MAPS & SCHEDULES FARES SERVICES ACCESSIBILITY ABOUT NCTD

English

Public Information & Input Meetings

Due to Covid-19 safety precautions, these meetings will be held "virtually," with the public able to listen and provide input by computer or telephone. Meetings will be held on the following dates.

- Saturday, January 9, 2021, 10 a.m.
- Tuesday, January 12, 2021, 1 p.m.
- Wednesday, January 13, 2021, 6 p.m.

Recording of the January 9, 2021 meeting: [English](#) | [Español](#)

Presentation slides: [English](#) | [Español](#)

How to Comment on the Proposed Fare Changes

To submit your comments in writing:

- Mail to: SANDAG PIO, 401 B Street, Suite 800, San Diego, CA 92101
- Email to: pio@sandag.org
- Comments on webform: sandag.org/fares

Comments must be received no later than March 1, 2021. After public input is received and analyzed, a final recommendation will be considered by the MTS, NCTD, and SANDAG Boards of Directors, at which time the public can also make comments.

Proposed Fare Changes 2021 | N x +
https://gonctd.com/fare-changes/

NORTH COUNTY TRANSIT DISTRICT MAPS & SCHEDULES FARES SERVICES ACCESSIBILITY ABOUT NCTD English

Language & Disability Assistance

Spanish language interpretation is available. To request interpretation services in other languages, please call (619) 699-1900 at least 72 hours prior to the meeting time.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons needing assistance to participate. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request the materials in an alternate format and/or additional language(s), please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

Frequently Asked Questions

Why is a fare change being considered? +

With ridership so low due to COVID-19, why is this being considered now? +

10:15 AM 1/21/2021

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https://gonctd.com/fare-changes/

NORTH COUNTY TRANSIT DISTRICT MAPS & SCHEDULES FARES SERVICES ACCESSIBILITY ABOUT NCTD English

Frequently Asked Questions

Why is a fare change being considered? +

With ridership so low due to COVID-19, why is this being considered now? +

If approved, when will the fares go into effect? +

How can I best provide comments to the boards of directors? +

Why are you lowering the Youth one-way fare? +

Who can I contact for questions? +

What age qualifies for the Youth fares? +

10:16 AM 1/21/2021

E. SANDAG Press Release

SANDAG NEWS

Date: January 7, 2020
For Release: Immediately
Contact: Jessica Gonzales, (619) 699-1950, jessica.gonzales@sandag.org
Rob Schupp, (619) 557-4511, rob.schupp@sdmts.com
Kimy Wall, (760) 967-2807, kwall@nctd.org

SANDAG, MTS, AND NCTD TO HOLD A SERIES OF PUBLIC MEETINGS TO DISCUSS PROPOSED FARE CHANGES

Public Invited to Provide Feedback by March 1

SANDAG, the Metropolitan Transit System (MTS), and the North County Transit District (NCTD) will jointly host three virtual public meetings during the next week to collect input on proposed MTS and NCTD transit fare changes.

During the virtual meetings, attendees will have the opportunity to submit public comments, speak to staff members, and learn more about the proposed changes. All comments will be summarized and presented to the SANDAG Transportation Committee and MTS and NCTD boards of directors during the next few months. If approved by all three boards, the proposed changes will be implemented after May 1, 2021.

Two fare adjustment scenarios are under consideration. One scenario will include increases to regional monthly products from \$72 to \$75 for adults and from \$23 to \$24 for youth, seniors, disabled, and Medicare riders. Both scenarios will:

- Reduce one-way cash fares for youth to align with the discounted Senior/Disabled/Medicare(S/D/M) cash fares
- Increase adult one-way cash fares on the Trolley, SPRINTER, and most bus services from \$2.50 to \$2.75
- Include "best-fare" capabilities for 1-day and monthly passes (except NCTD COASTER)
- Eliminate rolling 30-day passes
- Increase MTS Access and NCTD LIFT fares from \$5.00 to \$5.50

The new regional PRONTO fare system to be introduced this summer will allow riders the option to load money in their account online or on a mobile app in real time. Riders will also be able to use ticket vending machines, retail outlets, the Transit Store, and Customer Service Centers to load their accounts.

The new system will automatically deduct one-way fares each time a rider boards a vehicle, giving the rider the best possible fare each day and throughout the month. Riders will still have the option to purchase a calendar monthly pass in advance. COASTER requires the pre-purchase of day and monthly passes. For more information on PRONTO, please visit ridepronto.com.

Due to COVID-19 safety precautions, these meetings will be held virtually, offering multiple options for the public to listen and provide input by computer or telephone. To register for the following public meetings and learn more, visit sdmts.com/fare-change:

- Saturday, January 9, 10 a.m.
- Tuesday, January 12, 1 p.m.
- Wednesday, January 13, 6 p.m.

Comments can also be provided by calling (619) 595-5321, emailing pio@sandag.org, using the [online comment form](#), or mailing written comments to SANDAG PIO, 401 B Street, Suite 800, San Diego, CA 92101. Comments are due by March 1.

The SANDAG Board of Directors approved the region's first [Comprehensive Fare Ordinance](#) encompassing fares on all public transit vehicles operated in San Diego County by MTS and NCTD in March 2006. The Comprehensive Fare Ordinance consolidates existing MTS and NCTD fares and regulations into a single regional ordinance, which is consistent with SANDAG Board Policy No. 029, the Regional Fare Policy.

The Regional Fare Policy provides the regional framework for all transit fares, any fare changes, such as increases or changes in fare types and must be approved by the SANDAG Transportation Committee. The proposed changes must also be approved by the before the changes are implemented.

For more information about the proposed changes, next steps, and opportunities to provide input, visit sandag.org/fares.

About SANDAG

The [San Diego Association of Governments \(SANDAG\)](#) is the San Diego region's primary public planning, transportation, and research agency, providing the public forum for regional policy decisions about growth, transportation planning and construction, environmental management, housing, open space, energy, public safety, and binational topics. SANDAG is governed by a Board of Directors composed of mayors, council members, and supervisors from each of the region's 18 cities and the county government.

To protect the health and safety of staff, partners, and the general public, **SANDAG offices are closed to the public**. Staff continues to review the calendar of events and will recommend changes, cancellations, or postponements on a case by case basis. Most employees are working remotely during this time to provide essential services, and to continue progress on critical regional projects. SANDAG continues to monitor the development of COVID-19 in the region and follow guidance from the [San Diego County Health and Human Services Agency](#).

Facebook: [SANDAGregion](#)

Twitter: [SANDAG](#)

Instagram: [SANDAGregion](#)

LinkedIn: [San Diego Association of Governments \(SANDAG\)](#)

YouTube: [SANDAGregion](#)

###

F. SANDAG Media Advisories

From: Hansen , Lindsey

Sent: Friday, January 8, 2021 3:07 PM

Subject: MEDIA ADVISORY: SANDAG, MTS, AND NCTD TO HOLD FIRST OF THREE PUBLIC MEETINGS TO DISCUSS PROPOSED FARE CHANGES

SANDAG MEDIA ADVISORY

Date: January 8, 2021

For Release: IMMEDIATELY

Contact: Jessica Gonzales, (323) 326-4226, jessica.gonzales@sandag.org

SANDAG, MTS, AND NCTD TO HOLD FIRST OF THREE PUBLIC MEETINGS TO DISCUSS PROPOSED FARE CHANGES

WHEN: Saturday, January 9
10 a.m.

WHERE: The meeting will be held virtually via GoToWebinar. [Register here](#)

WHAT: SANDAG, the Metropolitan Transit System (MTS), and the North County Transit District (NCTD) will jointly host the first public meeting to collect input on proposed MTS and NCTD transit fare changes. Two more meetings will be held during the next week, at 1 p.m. on January 12 and 6 p.m. on January 13.

During the virtual meetings, attendees will have the opportunity to submit public comments, speak to staff members, and learn more about the proposed changes. All comments will be summarized and presented to the SANDAG Transportation Committee and MTS and NCTD boards of directors during the next few months.

To register for the public meetings and learn more, visit sdmts.com/fare-change.

Comments can also be provided by calling (619) 595-5321, emailing pio@sandag.org, using the [online comment form](#), or mailing written comments to SANDAG PIO, 401 B Street, Suite 800, San Diego, CA 92101. Comments are due by March 1, 2021.

About SANDAG

[The San Diego Association of Governments \(SANDAG\)](#) is the San Diego region's primary public planning, transportation, and research agency, providing the public forum for regional policy decisions about growth, transportation planning and construction, environmental management, housing, open space, energy, public safety, and binational topics. SANDAG is governed by a Board of Directors composed of mayors, council members, and supervisors from each of the region's 18 cities and the county government.

To protect the health and safety of staff, partners, and the general public, **SANDAG offices are closed to the public.** Staff continues to review the calendar of events and will recommend changes, cancellations, or postponements on a case by case basis. Most employees are working remotely during this time to provide essential services, and to continue progress on critical regional projects. SANDAG continues to monitor the development of COVID-19 in the region and follow guidance from the [San Diego County Health and Human Services Agency](#).

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YouTube: [SANDAGregion](#)

Lindsey Hansen (she/her/hers)
Associate Public Communications Officer

402.658.2310
401 B Street, Suite 800, San Diego, CA 92101



*SANDAG office hours are Tuesday – Friday and every other Monday from 8 a.m. – 5 p.m.
Employees are teleworking while our offices are closed during the COVID-19 pandemic.*

G. Social Media

Twitter interface showing a tweet from SANDAG (@SANDAG) about a virtual public meeting for proposed transit fare changes. The tweet includes the text: "Tomorrow: Provide input on proposed @sdmts and @GoNCTD transit fare changes at a virtual public meeting. Sat., Jan. 9 at 10 am". It also mentions two more meetings: "Tues, 1/12 at 1 pm" and "Wed., 1/13 at 6 pm". A link is provided: "Register and learn more at sdmts.com/fare-change". The image shows a person on a bicycle next to a blue train car labeled "COASTER".

Right sidebar: "New to Twitter?" (Sign up), "Relevant people" (SANDAG, San Diego MTS, North County Transit District).

Bottom banner: "Don't miss what's happening" (Log in, Sign up).

Twitter interface showing a tweet from SANDAG (@SANDAG) about upcoming virtual meetings for proposed transit fare changes. The tweet includes the text: "Provide input on proposed @sdmts and @GoNCTD transit fare changes at upcoming virtual meetings. Sat. 1/9/21 at 10 am, Tues. 1/12/21 at 1 pm, Wed. 1/13/21 at 6 pm". A link is provided: "Register for the public meetings and learn more at sdmts.com/fare-change". The image shows a red train car at a station platform.

Right sidebar: "New to Twitter?" (Sign up), "Relevant people" (SANDAG, San Diego MTS, North County Transit District).

Bottom banner: "Don't miss what's happening" (Log in, Sign up).



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Jan 5 • 🌐



You can provide input on proposed [Metropolitan Transit System](#) and [North County Transit District \(NCTD\)](#) transit fare changes at 3 upcoming virtual meetings. 🗣️🎤



Saturday, January 9 at 10 a.m.



Tuesday, January 12 at 1 p.m.



Wednesday, January 13 at 6 p.m.

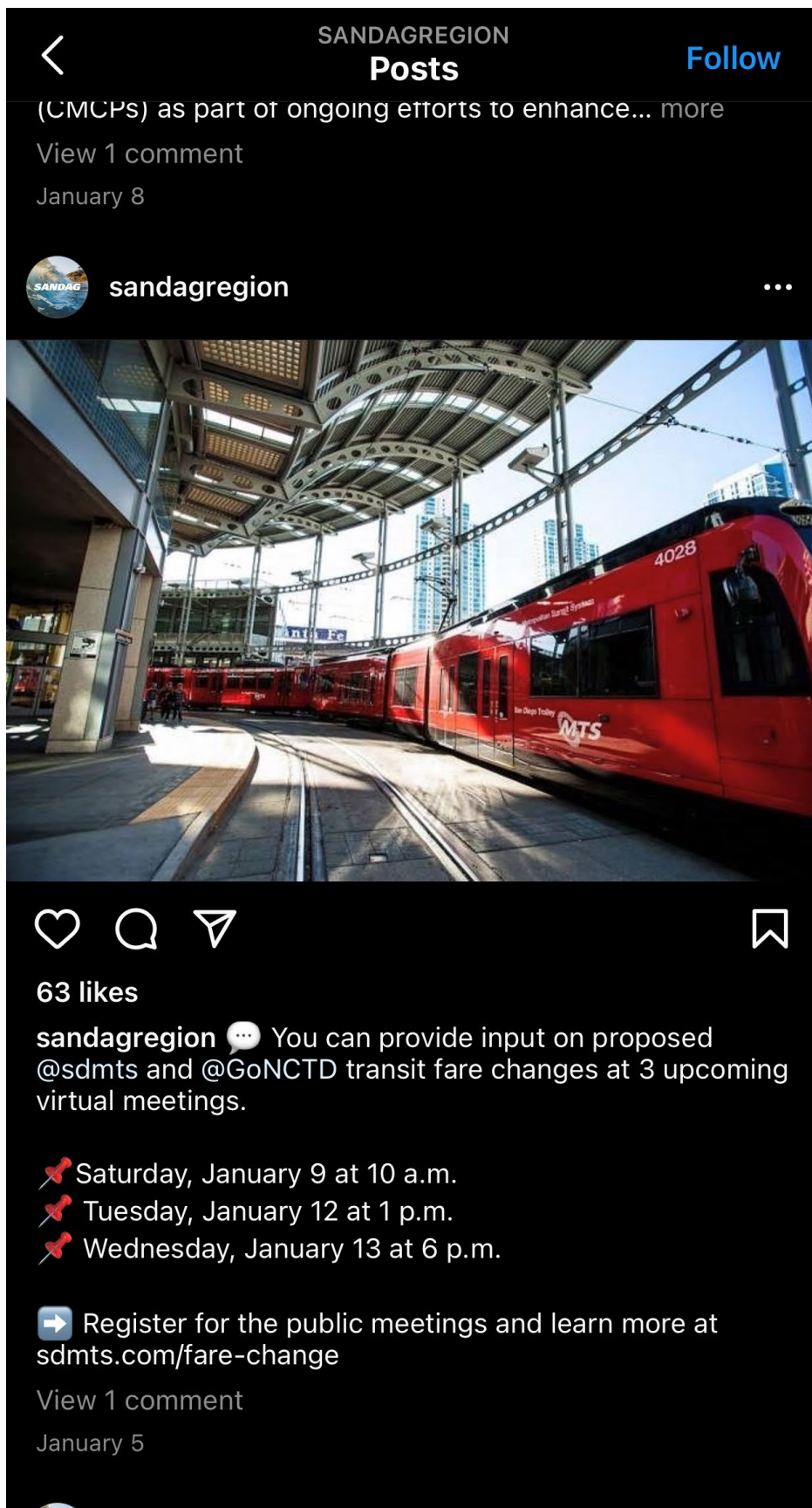


Register for the public meetings and learn more at sdmts.com/fare-change



9

3 Shares



San Diego MTS @sdmts

Reminder: Our first public meeting regarding proposed fare changes happens tomorrow 1/9 at 10 a.m. (additional meetings on 1/12 and 1/13.) Learn more and register for an upcoming meeting: sdmts.com/inside-mts-cur...



San Diego MTS @sdmts · Jan 2

MTS and @GoNCTD will host a series of online public meetings starting next week about potential fare changes. Review the proposed plans and register to attend one of the meetings to provide your public comment: sdmts.com/inside-mts-cur...

Don't miss what's happening
People on Twitter are the first to know.

Log in Sign up

San Diego MTS @sdmts

Reminder: Two chances to learn about proposed fare changes & provide public comment this week. Register online to join us today at 1 p.m. or tomorrow evening at 6 p.m. You can also listen to the recording of our first meeting in English & Spanish: sdmts.com/inside-mts-cur...

San Diego MTS @sdmts · Jan 2

MTS and @GoNCTD will host a series of online public meetings starting next week about potential fare changes. Review the proposed plans and register to attend one of the meetings to provide your public comment: sdmts.com/inside-mts-cur...

9:47 AM · Jan 12, 2021 · Twitter Web App

2 Retweets 2 Likes

This Tweet was deleted by the Tweet author. [Learn more](#)

San Diego MTS @sdmts · Jan 12

Hi - Thanks for reaching out to us, we're looking into the matter now.

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https://twitter.com/sdmts/status/1343633148794580999

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Riders: Join us for one of three online public meetings in January to discuss initial proposals for potential fare changes. The changes would align all reduced fare one-way rates & make way for our new fare system (set to launch summer 2021). Learn more:

2021 Fare Changes
The Metropolitan Transit System (MTS), North County Transit District (NCTD), and the San Diego Association of ...
sdmts.com

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What's happening

In memoriam · 3 hours ago
Bunny Wailer, founding member of the Wailers, has died at age 73
Trending with [Bunny Wailer, Wailers](#)

Politics · Trending
Greg Abbott
Trending with [Texas 100%](#)

Trending in United States

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Jan 8 · 🌐

Reminder: Our first public meeting regarding proposed fare changes happens tomorrow Saturday, January 9, at 10 a.m. Additional meetings will be held on January 12 (1 p.m.) and January 13 (6 p.m.) Learn more and register for an upcoming meeting: <https://www.sdmts.com/inside-mts-current-projects/2021-fare-changes>



23

22 Comments 8 Shares



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https://twitter.com/GoNCTD/status/1347950847397752835

Twitter

North County Transit @GoNCTD

Reminder: Our first public meeting regarding proposed fare changes happens this morning, Saturday, January 9, at 10 a.m. Additional meetings will be held on January 12 (1 p.m.) and January 13 (6 p.m.) Learn more and register for an upcoming meeting:

Proposed Fare Changes 2021 | NCTD - North County Transit... SANDAG, MTS & NCTD are proposing changes to the Regional Fare Ordinance. Find information about the change... gonctd.com

8:58 AM · Jan 9, 2021 · Twitter Web App

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Relevant people

North County Tra... @GoNCTD [Follow](#)
North County Transit District provides public transit on trains and buses in North San Diego County. For help outside of business hours, call 760-966-6500.

What's happening

Books · 3 hours ago
Six Dr. Seuss books will no longer be published over 'hurtful and wrong' imagery
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Fare Modeling and... Appendix B (Publi... Appendix A .docx Public Comments Transportation Co... nctd twitter - Bing North County Tran... + -

https://twitter.com/GoNCTD/status/1349053597145837574

Twitter

North County Transit @GoNCTD

The 2nd public input meeting for the proposed fare change is this afternoon at 1pm. Join us virtually by registering at [GoNCTD.com/fare-changes](https://gonctd.com/fare-changes).

10:00 AM · Jan 12, 2021 · Buffer

1 Quote Tweet 1 Like

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Books · 3 hours ago
Six Dr. Seuss books will no longer be published over 'hurtful and wrong' imagery
Trending with [Dr. Seuss](#), [Green Eggs and Ham](#)
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[#riperemyrenner](#)

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125

H. SANDAG Public Meeting

Timeline For Public Outreach and Approval

Public Meetings

- Saturday, January 9, 2021, 10 a.m.
- Tuesday, January 12, 2021, 1 p.m.
- Wednesday, January 13, 2021, 6 p.m.

SANDAG



**NORTH COUNTY
TRANSIT DISTRICT**



I. Public Meeting Contact Information

Fare Change Public Meetings.ppt x Transportation Committee - Age x +

/sandag.sharepoint.com/:p:/r/sites/FareModelingandTitleVIAnalysisStudy/_layouts/15/Doc.aspx?sourcedoc=%7BDB66B3C6-C...

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New Slide A A B A ...

OTHER INPUT/FEEDBACK METHODS

To submit your comments in writing:

Mail to: SANDAG PIO, 401 B Street, Suite 800, San Diego, CA 92101

Email to: pio@sandag.org

Or, via phone at (619) 595-5321

Or, via webform: sandag.org/fares

15

SANDAG **MTS** **NORTH COUNTY TRANSIT DISTRICT**

Appendix B

Public Feedback

Appendix B: Table of Contents

A. Mailed Comments Received	1
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D. Voicemail Transcriptions	36
E. Public Testimony Transcriptions.....	36
F. MTS Emails Received	40

February 26, 2021

Board of Directors
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

RE: 2021 Regional Transit Fare Update and Youth Opportunity Passes

Dear Chair Fletcher and MTS Board of Directors,

On behalf of Mid-City CAN, I urge the Metropolitan Transit System (MTS) Board of Directors to take the following three actions.

1. Recommend youth fare reductions and no fare increases to SANDAG (Scenario 3).

The MTS Board of Directors must make a recommendation to SANDAG on the proposed 2021 fare changes. We urge you to recommend scenario 3, reduce the cost of youth fares to align with discounted senior fares and no other fare increases. The two other scenarios will increase fares and hurt the people who ride transit most (transit dependent working families of color). Low income, transit dependent families already face significant hardship and cannot be seen as a source of cash flow. Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve. Lowering youth fares will be a source of relief to the families who need it the most during the unprecedented times of financial hardship.

2. Recommend including Youth Opportunity Passes in the 2021 Regional Transportation Plan.

San Diegans have repeatedly voiced their support for no cost transit passes for youth 24 and under, known as Youth Opportunity Passes (YOP). YOP will give all San Diego youth access to transportation and simultaneously foster a ridership culture. The update to the Regional Transportation Plan (RTP) will shape the future of transit, mobility, and quality of life in San Diego and at its core is the goal to meet climate objectives. YOP is necessary to meeting all equity and climate goals.

3. Recommend the inclusion of free bus transfers to SANDAG.

The MTS Board of Directors should recommend to SANDAG to include free bus and trolley transfers in the proposed 2021 fare changes. Even with the new fare-capping policy, a rider on a one-way trip that requires a transfer will need to purchase two one-way passes and double their fare cost or purchase a day pass. MTS could explore the \$3 dollar pass for three hours idea discussed in the past or other alternatives.

Chair Fletcher and MTS Board Members, thank you for your attention and again, I urge you to take action on these three items. Mid-City CAN, the Improving Transportation in City Heights (ITCH) Momentum Team, and transit-dependent communities are counting on you to understand their needs and avoid raising fares. Instead, we must create greater access to transit through YOP. If you have any questions or if we can be of assistance, please contact Trinh Le, Organizing Director at tle@midcitycan.org or (619) 272-7582 ext 125. Thank you.

Sincerely,

DIANA ROSS
Executive Director
Mid-City Community Advocacy Network
www.MidCityCAN.org

CC:
MTS Board of Directors
SANDAG Board of Directors
NCTD Board of Directors
Hasan Ikhata, Executive Director – SANDAG
Sharon Cooney, Chief Executive Officer – MTS
Matthew O. Tucker, Executive Director – NCTD
Coleen Clementson, Principal Regional Planner – SANDAG
Brian Lane, Senior Transit Planner – SANDAG
Israel Maldonado, Fare Systems Administrator – MTS

Hector Vasquez
P.O. Box 2791
Vista, CA 92085

January 15, 2021

Mr. Mark Olson
 SANDAG PIO
 401 B Street, Ste. 800
 San Diego, CA 92101

RE: Proposed Pronto Fare System

Dear Mr. Olson:

I attempted to access the Zoom meeting on January 9th yet for some unknown reason was unable to connect. I had to listen to the audio portion of the proposed PRONTO changes scheduled to take effect mid-2021.

While listening to the proposed changes being considered, it seemed there was another perspective that was not being discussed by anyone ...the viewpoint of the low-income and regular 'working-class' folks who are have been struggling to "get by" for quite some time, yet have found themselves functioning under even more pervasive detrimental macro-economic factors.

Without a doubt, all forms of mass transit have taken a massive hit in ridership amongst the 'ripple effect(s)' and economic "fallout" caused by Coronavirus; I have experienced first-hand nearly empty Coaster trains and buses. No one disputes the dire financial figures of many of the transit operating systems over the last six months; nationwide some are in an extremely precarious financial situation.

Yet, both of the proposed scenarios under consideration by SANDAG would lead to fare increases on those whom are least able to afford it; indeed, some are struggling and cannot pay current fares due to unforeseen unemployment or other obstacles beyond their control. Taken as a whole, it seems somehow "counterintuitive" - and not well thought out - to impose these changes a time when all available statistics point to record job losses and lost income on many levels, the only exception being those in the upper economic brackets.

It seems the proposed changes all involve increases . . . and on those whom are least able to afford it. The reality is that it's adding one more struggle to folks who've been already struggling with dire real-life issues (food insecurity, rent non-payment, job loss, etc.) at record historic levels not seen in recent lifetimes. In my opinion, there should be no change to the Regional, Premium, Coaster Monthly Passes.

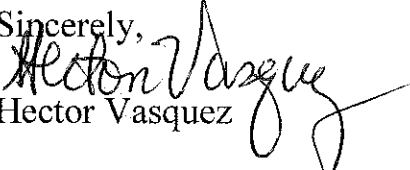
May I please, respectfully, propose a 'Scenario C'?

Perhaps, if the proposed PRONTO Fare changes *must* be enacted at this time because there is no other viable alternative to the joint problems of decreased ridership and recent downturn in financial projections, then another consideration should be to make the proposed changes strictly TEMPORARY. . . say 18 months. When the economy recovers, then ridership and financial prospects will improve. As they say, "A rising tide raises all boats."

And in the eighteen months of the proposed Temporary Changes, may I please perhaps propose consideration of the utilization of the various Marketing Experts whom you have currently within your organization to expand current ridership on all forms of San Diego mass transit?

Popular consensus among Transit Experts seems that by also reaching out to the new Biden administration in Washington, DC after January 20th SANDAG should find more receptive channels to Transit Grant Requests than the previous, outgoing federal leadership. Many believe that the incoming administration truly understands the plight being experienced by all important sectors of American society, including the severely impacted transportation sector, and especially in San Diego.

Thank you for your precious time, attention and consideration; it is greatly appreciated.

Sincerely,

 Hector Vasquez



January 19, 2021

Chair Nathan Fletcher
Board of Directors
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

RE: Bus and Trolley Transfers in the 2021 Regional Transit Fare Update

Dear Chair Nathan Fletcher,

On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, I am writing to urge the Metropolitan Transit System (MTS) Board of Directors to revise the proposed 2021 fare changes to include free bus transfers and reinstate free transfers for the Trolley.

At least as of 2018, MTS is one of only two of the twenty largest transit agencies in the United States that does not provide free or reduced-price transfers for bus riders (Attachment A). Adding extra costs for transfers creates friction and discourages use of the transit network. This inequity disproportionately impacts low-income riders, who are stuck paying twice for a one-way trip.

Circulate commends the current proposal for including progressive fare-capping, and expanding access to non-cash payments through the PRONTO system. However, the current proposal would still require a one-way trip that required a transfer to pay double the price. Only a trip that required two full transfers would see a price discount, and only because it would see a rider automatically purchase a relatively expensive full day pass.

In the past, MTS staff proposed options like a new 3-Hour \$3 Pass. Other transit systems use simple solutions such as allowing a one-way fare purchased with a smart card to be good for two or three hours. While there are Title VI concerns about this, other agencies have analyzed and resolved them. The San Diego region does not have to reinvent the wheel. There are solutions that other agencies have adopted to prevent one-way travelers from having to pay twice when they have to transfer.

Accessing public transit should be seamless, to make it attractive and affordable for all riders. Circulate urges MTS to follow almost all other transit agencies and correct the unfair transfer policies.

Sincerely,

Angeli Calinog
Policy Manager

CC:

MTS Board of Directors

SANDAG Board of Directors

SANDAG Transportation Committee Members

NCTD Board of Directors

Hasan Ikhata, Executive Director – SANDAG

Sharon Cooney, Chief Executive Officer – MTS

Matthew O. Tucker, Executive Director – NCTD

Coleen Clementson, Principal Regional Planner – SANDAG

Brian Lane, Senior Transit Planner – SANDAG

Israel Maldonado, Fare Systems Administrator – MTS

Attachment A – Letter: Bus and Trolley Transfers in the Regional Transit Fare Study Update, dated October 17, 2018



Circulate San Diego
1111 6th Avenue, Suite 402
San Diego, CA 92101
Tel: 619-544-9255
Fax: 619-531-9255
www.circulatesd.org

March 7, 2018

Chair Georgette Gómez
Board of Directors
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

RE: Bus Transfers in the Development of the Regional Fare Study Packages

Chair Gómez,

On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, I am writing to urge the Metropolitan Transit System (MTS) Board of Directors to include free or discounted bus transfers in all packages of the Regional Fare Study.

MTS is one of only two of the twenty largest transit agencies in the United States that does not provide free or reduced-price transfers for bus riders. (Attachment A). This inequity should be corrected at the next possible opportunity, and that is the Regional Fare Study that is currently being undertaken.

Circulate has discussed the problematic lack of bus transfers with staff and urged them to plan for allowing transfers. We commend MTS staff for bringing forward a proposal for a new pass, the 3-Hour \$3 Pass. We hope the MTS board considers this proposal favorably as a means to allow greater access and ease of use for our region's bus system.

An option for transfers such as the 3-Hour \$3 Pass should be incorporated into all of the fare packages being analyzed in the Regional Fare Study, incorporated into the amendments to SANDAG's Comprehensive Fare Ordinance, and incorporated into the amendments to MTS' Ordinance 4, An Ordinance Establishing a Metropolitan Transit System Fare Pricing Schedule.

Sincerely,

Maya Rosas
Advocacy Manager
Circulate San Diego

CC:

Paul Jablonski, Chief Executive Officer, MTS

Sharon Cooney, Chief of Staff, MTS

Attachment A—Transfer Policy Comparison - Top 20

Attachment A – Transfer Policies for Top 20 United States Transit Agencies

(Ridership Source Data from: <http://www.apta.com/resources/statistics/Documents/FactBook/2016-APTA-Fact-Book.pdf>.)

Rank	Agency	Largest city served	Yearly Unlinked Passenger Trips (Thousands)	Transfer for Local Bus	Free Transfer for Rail?	Card Name	Bus Transfer Policy	Rail Transfer Policy	Notes
1	MTA¹	New York City	3,861,099	Free	Free	MetroCard	http://web.mta.info/nyct/bus/howto_bus.htm	http://web.mta.info/nyct/bus/howto_bus.htm	When paying with MetroCard, passengers may transfer free from bus to rail, rail to bus, or bus to bus within two hours.
2	CTA	Chicago	514,217	Discount	Free	Ventra	http://www.transitchicago.com/fares/	http://www.transitchicago.com/fares/	When paying with Ventra, a transfer is 25c, valid for 2 additional rides within 2 hours.
3	LACMTA	Los Angeles	479,654	Free	Free	TAP (Transit Access Pass)	https://www.metro.net/riding/fares/	https://www.metro.net/riding/fares/	When paying with TAP card, free transfer for 2 hours, additional charges apply for express buses or metro silver line, 50c transfer available to some non-metro buses.
4	WMATA	Washington, D.C.	411,324	Free	Distance	SmarTrip	https://www.wmata.com/rider-guide/transfers.cfm	https://www.wmata.com/rider-guide/transfers.cfm	Rail is paid by number of stops travelled independent of transfers. Rail to bus and bus to rail transfers are discounted. Bus to bus is free for unlimited transfers within 2 hours.
5	MBTA	Boston	409,248	Free	Free	CharlieCard	http://www.mbta.com/fares_and_passes/subway/	http://www.mbta.com/fares_and_passes/subway/	Must use CharlieCard for transfer. Rail to bus includes one free bus transfer. Bus to bus transfer is free. Bus to rail transfer requires an upgrade to rail fare. Transfers valid for 2

¹ MTA includes MTA New York City Transit, MTA Bus, MTA Long Island Rail Road, MTA Metro-North Railroad, and MTA Staten Island Railway. Calculated by Circulate from dataset.

Rank	Agency	Largest city served	Yearly Unlinked Passenger Trips (Thousands)	Transfer for Local Bus	Free Transfer for Rail?	Card Name	Bus Transfer Policy	Rail Transfer Policy	Notes
									hours.
6	SEPTA	Philadelphia	347,178	Discount	Discount, limited free	SEPTA Key Card	http://www.septa.org/fares/transit/	http://www.septa.org/fares/transit/	Free rail transfers are only offered at limited locations. Otherwise, transfers are \$1 and must be in the same direction of travel.
7	NJ Transit	New York City	270,958	Discount	Distance	N/A	http://www.njtransit.com/sf/sf_servlet.srv?hdnPageAction=MainTo	http://www.njtransit.com/sf/sf_servlet.srv?hdnPageAction=MainTo	Transfer discounts are available, but discount varies by number of zones travelled.
8	Muni	San Francisco	228,749	Free	Free	Clipper	https://www.sfmta.com/getting-around/transit/fares-passes/single-rides-transfers	https://www.sfmta.com/getting-around/transit/fares-passes/single-rides-transfers	A rider may transfer any number of times within a 90 minute period.
9	MARTA	Atlanta	129,123	Free	Free	Breeze Card	http://www.atltransit.org/fares/transfers/	http://www.atltransit.org/fares/transfers/	MARTA partners with other agencies. Transfers are free without card MARTA to MARTA. Transfers are free with a card for other agencies, but the trip must start or end with MARTA. Trip up to 3-4 hours and 3-4 transfers depending on agency.
10	BART	San Francisco	228,749	N/A	Distance	Clipper	N/A	https://www.bart.gov/sites/default/files/docs/Basics_Guide_ENG_Dec%202014.pdf	Fare is calculated by distance regardless of transfer. BART does not operate buses.
11	King County Metro	Seattle	125,340	Free	Free	ORCA Card	https://www.soundtransit.org/sites/default/files/documents/pdf/about/board/resolutions/2014/Resolution_R201	https://www.soundtransit.org/sites/default/files/documents/pdf/about/	Transfer value is stored for two hours on the ORCA card, and is credited in full for

Rank	Agency	Largest city served	Yearly Unlinked Passenger Trips (Thousands)	Transfer for Local Bus	Free Transfer for Rail?	Card Name	Bus Transfer Policy	Rail Transfer Policy	Notes
							4-27.pdf	board/resolutions/2014/Resolution_R2014-27.pdf	transfers. The net result is the rider pays the highest individual fare of the rail or bus ridden.
12	MTA Maryland	Baltimore	113,996	None	None	CharmCard	https://mta.maryland.gov/regular-fares	https://mta.maryland.gov/regular-fares	Unclear from website, had to call (410)-539-5000 to confirm no transfers are offered.
13	Miami-Dade Transit	Miami	110,771	Free	Free	EASY Card	http://www.miamidade.gov/transit/transfers.asp	http://www.miamidade.gov/transit/transfers.asp	Transfers require an EASY card and are free from bus to bus or rail to rail. Bus to rail or rail to bus costs 60c. Transfers must be made within three hours and are not for return trips.
14	RTD	Denver	104,291	Free	Free	MyRide	http://www.rtd-denver.com/HowToTransfer.shtml	http://www.rtd-denver.com/HowToRideLR.shtml	Transfers are valid for three hours and may not be used in the opposite direction.
15	TriMet	Portland	99,494	Free	Free	n/a	https://trimet.org/fares/	https://trimet.org/fares/	One way ticket is a 2 ½ hour pass to ride anywhere on Trimet
16	MTS	San Diego	91,870	None	Free	Compass Card	https://www.sdmts.com/fare-s-passes	https://www.sdmts.com/fare-s-passes	No transfers involving buses. Rail to rail transfers are free for two hours.
17	METRO	Houston	85,370	Free	Free	METRO Q Card	http://www.ridemetro.org/Pages/Fares.aspx	http://www.ridemetro.org/Pages/Fares.aspx	Free transfers in any direction for 3 hours.
18	Metro Transit	Minneapolis	84,536	Free	Free	Go-To Card	https://www.metrotransit.org/g/transfers	https://www.metrotransit.org/transfers	Free transfer unlimited rides at the same fare level in any direction for up to 2½ hours. Surcharges apply for higher fare levels.
19	PATH	New York City	84,168	N/A	Free	SmartLink	N/A	https://www.panynj.gov/path/fares.html	PATH does not operate buses. A one way rail ticket is valid for 2 hours from time of purchase.

Rank	Agency	Largest city served	Yearly Unlinked Passenger Trips (Thousands)	Transfer for Local Bus	Free Transfer for Rail?	Card Name	Bus Transfer Policy	Rail Transfer Policy	Notes
20	Metra	Chicago	74,382	N/A	Distance	N/A	N/A	https://metrarail.com/tickets/ticket-options#One-Way-Ticket	Metra is commuter rail only. Fares are paid by distance.



401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
sandag.org

March 16, 2021

OWP 3102005

Dear SANDAG Transportation Committee and Board:

Subject: Social Equity Working Group Fares Recommendation

On behalf of the 2021 Regional Plan Social Equity Working Group is writing to express our support for the new PRONTO Fare System and for a reduction in Youth one-way fares from \$2.50 to \$1.25.

The Working Group appreciates that the PRONTO Fare System will automatically give riders the best allowable fare while also enabling "fare capping" so that riders never pay more than the cost of a regional day pass. We also support the free 2-hours of transfers with a one-way fare purchase on the PRONTO card.

We support the free transfer proposal but are concerned that this addition calls for a one-way fare increase in FY 2025. As noted in the Board of Directors' approved motion, this potential FY 2025 fare increase will be subject to a Board of Directors vote in the future. We support PRONTO, a reduction in Youth one-way fares, and 2-hours of transfers at no-cost but oppose a future fare increase. We urge SANDAG to include no-cost fare scenarios, especially for youth and low-income riders, as part of the SANDAG 2021 Regional Plan.

Sincerely,

VIVIAN MORENO, CHAIR
2021 Regional Plan Social Equity Working Group

VMO/ECA/ais

MEMBER AGENCIES

Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS

Imperial County
California Department
of Transportation
Metropolitan
Transit System
North County
Transit District
United States
Department of Defense
San Diego
Unified Port District
San Diego County
Water Authority
Southern California
Tribal Chairmen's Association
Mexico

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Online Comment Form Responses				
Yvonne M.	Ford		I am a senior with a compass card. How do I do the change?	Online
Wesley	Cooksy	2/10/2021	<p>I believe it would be better if MTS went to a taxpayer-funded model instead of the current farebox-recovery method. I understand that MTS does have lower operating costs than some other transit authorities because we use cheaper infrastructure among other reasons, but I think this means it would be easier for us to rely on taxpayer funds. A taxpayer fund would also ensure that fares don't have to rise dramatically and service doesn't have to be cut if another major event like the Pandemic occurs in the future.</p> <p>Also, while I am not overtly about defunding the police, I would strongly suggest we revoke funding for police arsenal in the budget and use that for public services including mass transportation. A better idea might be to have our transit police units redesigned as an Emergency Response Unit like what's used in London - they have emergency personnel who help with medical, operational, and law enforcement issues related to keeping service running without having to use weapons or brutal/lethal force. This would also improve community relations by making these teams appear as life savers instead of life-takers, which is the current view of many police departments given the numerous instances of police brutality.</p>	Online
Victoria	Tenbrink		Now is NOT the time to raise adult bus fares. I join the community in supporting C	Online
Victoria	Abrenica	1/24/2021	I live in Spring Valley where many of my neighbors don't have the luxury of private transportation. Transportation is a necessity. If the county wants to raise bus fares, they must first raise our wages.	Online
Veronica	Morales		Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve.	Online
Vanessa			Many people that depend on the buses to take them to their work, homes or to buy necessities. If SDMTS were to raise the prices on bus fare those people can't always afford to pay the extra 25 cents due to the conditions of COVID-19. During this time many people have faced significant hardships, and can't afford to spend more money. So please, don't raise the bus fare.	Online
Valerye			please dont raise the public transportation prices! I can barely afford them as if and they are my only way to get to work. Many families who use the MTS come from low income communities and need the service to get around. Especially during a pandemic where many have lose financial resources that kept them afloat, this would not help anyone in the city. Please listen to the people and put yourself in our shoes. Many of us can afford the tickets as is!	Online
Trinh	Le		<p>Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color). Low income, transit dependent families already face significant hardship and cannot be seen as a source of cash flow. Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve.</p> <p>Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during the unprecedented times of financial hardship.</p>	Online
Tenaya	Bearmar		<p>Most often the people who ride public transportation cannot afford other modes of transportation and the parking fees that go with it. By increasing the fare rate, you are hurting the vulnerable populations of SD the most.</p> <p>Also, San Diego declared racism a public health crisis. Many San Diegans have been calling on the local government to defund the police and invest in communities. Make right on your beliefs and invest in a San Diego that is made for everyone. Public transit should be tax payer funded not single payer funded. That would allow for greater access to transport for all san diegans. This would help make a more equitable city.</p>	Online
Tenaya	Bearmar	2/10/2021	<p>Most often the people who ride public transportation cannot afford other modes of transportation and the parking fees that go with it. By increasing the fare rate, you are hurting the vulnerable population of SD the most.</p> <p>Also, San Diego declared racism a public health crisis. Many san diegans have been calling on the local government to defund the police and invest in communities. Make right on your beliefs and invest in a San Diego that is made for everyone. Public transit should be tax payer funded not single payer funded. That would allow for greater access to transport for all san diegans.</p>	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Simran	Jain		<p>Essential workers are tired of seeing meaningless thank yous and useless shows of appreciation. We don't wanna see cars in a line up saying thanks, we don't want cards or badges or pins. Essential workers are putting their health and their families health at risk every single day to help support our communities. These are the people that rely on public transportation. Increasing the cost of their transport tells the community that you expect them to work and still won't care about. It's clear who you value in this community if you choose to increase fares.</p> <p>Not only is it absolutely unethical to increase these fares, it's moving in the wrong direction. What kind of country do we live in where we are one of the wealthiest in the world, yet we still rely on every day people to pay for their own transportation. It's public transportation for a reason, it shouldn't be based on the amount of money riders pay. If public transportation was better, it would be used widely, and would be paid by the government. The services that the government has provided have been very low quality in this pandemic, and if anything it has proven that other countries are doing it much better. Let's learn from them, and begin to develop our own network of effective public transportation.</p> <p>Lastly, it seems like it's not even about money anymore. It seems like y'all are doing whatever you can to make lives harder for the people that have it the hardest. When we should be moving towards a taxpayer funded model, with the money that we should have saved from defunding the police, which the community called for but was ignored, we are again put on the line. do better, and don't increase the fares</p>	Online
Simran	Jain	1/22/2021	<p>Essential workers are tired of seeing meaningless thank yous and useless shows of appreciation. We don't wanna see cars in a line up saying thanks, we don't want cards or badges or pins. Essential workers are putting their health and their families health at risk every single day to help support our communities. These are the people that rely on public transportation. Increasing the cost of their transport tells the community that you expect them to work and still won't care about. It's clear who you value in this community if you choose to increase fares.</p> <p>Not only is it absolutely unethical to increase these fares, it's moving in the wrong direction. What kind of country do we live in where we are one of the wealthiest in the world, yet we still rely on every day people to pay for their own transportation. It's public transportation for a reason, it shouldn't be based on the amount of money riders pay. If public transportation was better, it would be used widely, and would be paid by the government. The services that the government has provided have been very low quality in this pandemic, and if anything it has proven that other countries are doing it much better. Let's learn from them, and begin to develop our own network of effective public transportation.</p> <p>Lastly, it seems like it's not even about money anymore. It seems like y'all are doing whatever you can to make lives harder for the people that have it the hardest. When we should be moving towards a taxpayer funded model, with the money that we should have saved from defunding the police, which the community called for but was ignored, we are again put on the line. do better, and don't increase the fares</p>	Online
Sharon R	Bullock		Money is already tight for many people, rising the fare is not right.	Online
Shaon	Nelson	1/13/2021	I don't think 1 way fares should exceed \$2 on bus or trolley. You're charging adults too much for monthly passes when the economy is doing so poorly overall.	Online
Sean	Lee		I think the MTS system should rely more on tax paying dollars. Increasing the price of ticket fares will only dissuade more people from using public transportation. If the San Diego public transportation system is upgraded and better in the future, then a increase in price is warranted.	Online
Scott			I've been using disability passes for many years. Will they get rid of them ? I'm on a fixed income, they just went up 5 dollars a month within the last couple of years. Please don't get rid of monthly disability passes.	Online
Scarlett	Alexander		Do not increase the bus fare for riders. This should be taxpayer funded. It negatively affects POC. It would benefit the environment to not increase the bus fare and also be taxpayer funded because more people will use public transportation.	Online
Scarlett	Alexander	2/10/2021	Bus fares must be taxpayer funded, not ride payer funded. Increasing the ride fare decreases use of public transportation. It negatively affects POC communities and is not fair to increase the prices for people that rely solely on public transportation. If it were tax payer funded, more people would use the bus system and help the environment.	Online
Savanna	Schuermann		Do not increase rider fares. Use subsidies that go to funding police (brutality) or some other bullshit you use the money for. You know this is wrong. So don't do it.	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Sarina	Vega		<p>Dear Board of Directors,</p> <p>My name is Sarina Vega and I am the Environmental Programs Associate at Casa Familiar. I want to acknowledge the effort made at reducing the fare price for Youth riders. This is a feat, but I am still a huge proponent of a Free Pass for everyone under 18 years old. That being said, with regard to today's fare increase I...</p> <p>Commend MTS for the transition to PRONTO software updates which are necessary and can be economical, but I implore MTS to cut the fare price for ALL riders.</p> <p>Public transit should always be accessible, and during a global pandemic with unemployment at 8.2% in California, public transit is the only option for some folks. Therefore, I oppose the fare increases that are planned to come into effect in the summer. I am shocked to see this amendment during these times, despite how small or large the increase might be.</p> <p>Thank you.</p>	Online
Sarah	Kadous	3/1/2021	<p>I thought I could never be more disappointed at San Diego's City Council leadership as I was back in June of 2020 when our representatives endorsed a \$566 million police budget (effective in October of 2020) and refused to defund the SDPD amidst a global pandemic, a housing crisis, and the George Floyd protests. Following 10 hours of public testimonies, all but one member of the council voted for The People.</p> <p>It is important to note that in the past decade (since 2011), the Police Department's General Fund Budget has increased by nearly 48%. Today, our leaders are met with yet another test to reveal whether or not their loyalties lie with the people that elected them. The San Diego Metropolitan Transit System's Board of Directors is comprised of three representatives from the San Diego City Council. We urge them to be responsive to San Diego's vulnerable communities, the communities they let down in June, by refusing prospective fare increases proposed by MTS, NCTD, and SANDAG. Public transportation is a necessary resource for our essential workers, primarily our lower-income essential workers that cannot bear fare increases. These folks are scarcely getting by under standard circumstances, let alone the fragile conditions exacerbated since the start of COVID-19. We must take COVID-19 as a lesson to not only understand the violence of fare increases but also catalyze an effort to move public transportation to a 100% taxpayer-funded model. Dependable and financially accessible public transportation is crucial for our lower-income essential workers, and thus crucial for San Diego's collective social and economic security. I am both embarrassed and shocked to be living in a city, let alone a country, that will comfortably fund the policing of Black folks and justify financial cruelty towards marginalized community members amidst a national health crisis. It is our collective responsibility to prevent the continuation of a trend, assumed by our representatives, that blatantly disregards human wellbeing.</p>	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Sarah	Kadous		<p>I thought I could never be more disappointed at San Diego's City Council leadership as I was back in June of 2020 when our representatives endorsed a \$566 million police budget (effective in October of 2020) and refused to defund the SDPD amidst a global pandemic, a housing crisis, and the George Floyd protests. Following 10 hours of public testimonies, all but one member of the council voted for The People.</p> <p>It is important to note that in the past decade (since 2011), the Police Department's General Fund Budget has increased by nearly 48%. Today, our leaders are met with yet another test to reveal whether or not their loyalties lie with the people that elected them. The San Diego Metropolitan Transit System's Board of Directors is comprised of three representatives from the San Diego City Council. We urge them to be responsive to San Diego's vulnerable communities, the communities they let down in June, by refusing prospective fare increases proposed by MTS, NCTD, and SANDAG. Public transportation is a necessary resource for our essential workers, primarily our lower-income essential workers that cannot bear fare increases. These folks are scarcely getting by under standard circumstances, let alone the fragile conditions exacerbated since the start of COVID-19. We must take COVID-19 as a lesson to not only understand the violence of fare increases but also catalyze an effort to move public transportation to a 100% taxpayer-funded model. Dependable and financially accessible public transportation is crucial for our lower-income essential workers, and thus crucial for San Diego's collective social and economic security. I am both embarrassed and shocked to be living in a city, let alone a country, that will comfortably fund the policing of Black folks and justify financial cruelty towards marginalized community members amidst a national health crisis. It is our collective responsibility to prevent the continuation of a trend, assumed by our representatives, that blatantly disregards human wellbeing.</p>	Online
Sara	Kazemi		<p>I support option C since some of our most vulnerable populations continue to rely on MTS for transportation. It's unfair to further burden them with fare hikes.</p> <p>I've been an MTS rider since 1999, but I am privileged enough to be able to work from home or arrange for alternative transportation if necessary during the pandemic. Fare hikes largely impact the population that have no alternative to public transportation and who do not have the privilege of working from home. It's an equity issue.</p> <p>I'd be happiest with an option that allowed our public transportation to be funded by local government, using our taxpayer dollars to make public transportation accessible by all. I am not sure of the barriers to that option though.</p>	Online
Sandra	Galindo		An increase on fares right now, will be an attack against a community that is healing little by little. Definitely NO to fares increase .	Online
San Diego MTS Customer			Will PRONTO allow you to use Coaster passes to get on the Amtrak Pacific Surfliner, from Oceanside to UTC San Diego at least until the Coasters are open again for the weekend?	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Samuel	Goodman		<p>Good evening, MTS board members. My name is Samuel Goodman.</p> <p>My girlfriend and family members ride the MTS bus routes 4, 12, and the Orange Line trolley. We live in Spring Valley, and in February, they told me they were raising the bus prices in June of 2020. I didn't think nothing of it. As a trucker, I'm only really home when I have time off. However, I heard they're going to raise the bus fares again, and I'm opposed to that.</p> <p>A lot of people in Southeast San Diego depend on public transportation, as well as all throughout the county. The upper class riders, they're not forced to ride the bus during COVID-19. They can take their cars, and riding the bus is something they do because they want to, not because they have to.</p> <p>Additionally, we've been in the streets protesting police brutality, and asking our City and County governments to put at least some of the bloated police budget into public services, things that are good for the community. Spending more on education and public transit are things I think would immensely benefit our communities, especially in South East.</p> <p>In October of 2020, against the tremendous outpour of support in San Diego for taking some of our police budget, and reinvesting it into essential public services, San Diego City Council raised the San Diego Police Department's budget from \$539M, to \$568M. With just that increase alone, we could offset the operational costs that these increases seek to cover, and much more.</p> <p>Therefore, I ask that you deny the proposed fare increases, and instead open up a public conversation and debate about reducing the police budget to properly fund public transit and education.</p>	Online
Samantha	Ollinger		<p>I support Scenario C.</p> <p>Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color).</p> <p>Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow.</p> <p>Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve.</p> <p>Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.</p> <p>Thank you.</p>	Online
Ryan	Anielski	3/1/2021	<p>My name is Ryan Anielski and I am a lifelong San Diegan living in Mira Mesa. Higher fares will only hurt the people who rely on San Diego's public transit the most! My coworkers in the restaurant industry take the bus every day to get to and from work and are struggling to make ends meet as it is. What of them and the other San Diegans like them? Keep fares low and find the money somewhere else that doesn't negatively impact the working class people of San Diego.</p>	Online
Roddy	Jerome		<p>I support Scenario C.</p> <p>Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color).</p> <p>Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow.</p> <p>Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve.</p> <p>Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.</p>	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Roberto Carlos	Torres		Increasing fares is the opposite of what MTS should be doing to increase ridership and service. Public transit should be free, removing the financial barrier faced by our LMI communities that are often transit dependent. MTS must start making the case to local, State, and Federal governments that we need to invest in public transit, make it free to use while improving the services provided in order to reduce our GHG emissions and become a more resilient region. We cannot continue to fund our slow and inefficient transit system on the backs of our poorest San Diegans. Please go with Option C and start advocating for resources from our governments to fund transit and move us into a more sustainable future.	Online
Robert	Lange		Everyone is facing a financial hardship due to the Covid-19 pandemic. Raising fares will affect those who are being hit the hardest. Those, like myself, are dependent on MTS. I'm a 72 year old senior living on a fixed income and a tight budget. I also use MTS Access. If MTS could do a moratorium on any fare or service changes until the pandemic is more under control or delay the implementation for a few months that could be a blessing for a lot of people. If acting in a panic mode a lot more people will feel the pain. Waiting to see if Covid has become less of a danger would benefit everyone.	Online
Roan	Weston	2/10/2021	I believe that public transport should be funded by taxpayer dollars and not the private. By raising the cost to use public transport, the underprivileged are disproportionately affected, while they should be rewarded.	Online
Roan	Weston		The fairs for public transport should not be raised as this discourages its use by many different demographics. Not to mention, this new fee would disporitenetily effect low income personnel. A fair increase should be payed for by tax payer dollars. This would provide and equal distribution of the general populations income, rather than targeting the lower class.	Online
richard	cerio		Will the seniors still only pay \$23 for the monthly pass? if not the new system will hurt seniors. They will wind up having to reload the pronto card so many times, the monthly cost for the average senior will be over \$100. Seniors will have to reload the pronto card every week. [COMMENT 2] My senior bus pass of \$23 monthly will now increase to \$1.50 each bus ride. That is apx. \$9.00 for a ride to my destination and back. In 3 days, the bus pass of \$23 will be used up. I will have to add another \$23 to the card. It will cost all seniors apx. \$100 a month to ride the bus. This is an outrage.	Online
Ricardo	Antonio Flores		<ul style="list-style-type: none"> •I support Scenario C. •Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color). •Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow. •Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve. •Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship. 	Online
Reannan	Last		PLEASE do not increase the bus fare. The community is already negatively impacted by unemployment and other financial struggles, please do not add another economic burden on those already struggling so much.	Online
Ramachandran	Rengan		Please do not raise the bus fare.	Online
Rachel	Wales		<p>I support Scenario C.</p> <p>Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color).</p> <p>Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow.</p> <p>Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve.</p> <p>Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.</p>	Online
Phuong			Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit-dependent working families of color).	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Penn	Diehl		I am disappointed to see this proposal. We are in the middle of a global economic recession, millions of families are out of work and struggling to make ends meet. The last thing we need is for fares to increase. I am against increasing fares for adults; it hurts people who depend on transit the most: working families of color. I support reducing the cost of youth fares to align with discounted senior fares. Anything that makes transit cheaper, and more accessible helps our climate, our economy, and our community. I support Scenario C, but do not support a reduction of service. Thank you for your consideration.	Online
Peggy	Russell		I listened to webinar. The inconvenience I foresee is getting off one trolley and standing in line with other riders transferring to another trolley to tap card Card again to continue to destination.	Online
Paul	R		I support Scenario C. Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color). Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow. Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve. Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.	Online
patricia	borchmann		MTS Fare Changes - . I support Scenario C. • Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color). • Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow. • Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve. • Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.	Online
Paloma	Cuautenango		I have been riding public transportation my whole life, and it is outrageous that MTS is even considering raising the cost of bus fares. I support Scenario C. Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most; low-income, transit-dependent families already facing significant hardships. Also, reduce the cost of youth fares.	Online
Olivia	Humphrey		I think we should lower our youths public transport rates as a way to push for more public transportation being used. I also believe essential workers and community people who have been using public transport because its their only resource should get incentives due to COVID.	Online
Olivia	Humphrey	2/10/2021	I believe we should push for a 100% taxpayer-funded model in order to keep the rates the same and lower youth passes. We also need to reward our essential employees and community members who ride public transport with rewards and free rides, paid by tax payers.	Online
Noelle	Perinet		Public transit should be taxpayer funded and NOT funded by users of public transit. Those who use public transit often do so because they cannot afford to have a car or their own means of transportation. These community members must be supported in order to keep access to public transportation affordable to those who need it most.	Online
Noelle	Perinet	2/10/2021	Public transit should be taxpayer funded and NOT funded by users of public transit. Those who use public transit often do so because they cannot afford to have a car or their own means of transportation. These community members must be supported in order to keep access to public transportation affordable to those who need it most.	Online
Noah	Harris		Hi, MTS Chair Fletcher, Board, and staff. This is Noah Harris, Policy Advocate with Climate Action Campaign, writing in opposition to any proposed fare increases. With low-income, transit-dependent families of color most impacted by the pandemic and economic recession, raising fares at this time is unacceptable. We urge you to adopt Scenario C to halt any fare increases, and we also urge you to reduce the cost of youth fares to be aligned with senior fares, all while avoiding any service reductions. MTS riders who are doing their part to reduce transportation emissions must be able to continually rely on the services they need to move around our region. Thank you.	Online
Nickie	Jones	1/21/2021	Due to covid and financial hardship of many riders, the fact that sdm fares were recently increased from \$18 to \$23 back on 9-1-2019 I am voicing and requesting that these fees not be increased at this time.	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Nic	Webber	3/1/2021	Increasing the fare will only further push people a way from using public transit, continuing a reliance on personal vehicles, clogging our streets and damaging the environment. This would hurt the lower income people the most, with the least to spare we are the most frequent and largest demographic of public transit user, this is an act against the people of the community. Please do not allow an increase in fair.	Online
Naomy	Perez	3/1/2021	Changes are coming midpandemic and people who are taking the risk to ride the bus are essential workers of color. We must reject this fare increase.	Online
Naomi	Miller		This is will be devastating to people like myself who depend on public transportation to get to work and get around the county. In the time of a pandemic when a lot of people are not working and families are struggling (especially low income families who are mostly minorities) raising fares should not be the priority of anyone. This is not something any committee should do at any time let alone in the times we are currently in. We should be putting PEOPLE above Profits everyday of the week and if we aren't we should rethink our priorities BIG TIME!!! Please don't vote for the scenario that will clearly make it even more unfair for those who depend on public transportation as a whole.	Online
Nafeesa	Hassan		I support Scenario C. Do not increase bus fares. People who ride the bus cannot afford it. Especially people who depend on public transport. Please do reduce youth fares.	Online
Monica			This is an OUTRAGE considering we are still in the middle of a pandemic, and many of our families and communities are facing financial hardships because of COVID-19. Help the people of the communities. Scenario C! People before Profits!	Online
Mohammad	Damanhoury		Please do not raise the fair for adults! Especially during the pandemic it is a huge hardship and will cause a lot of trouble for a lot of families. There are many people that rely on the transportation system and it is not fair to be charging them extra when they do not have the extra to provide. I believe in this instance it would be better to reach out to the city and request additional funds that could be used to expand the trolley system and make the system more self-sufficient. I hope you take into consideration the service that you provide for many working families and not raise the price. thank you!	Online
Mike	Gerber		Why is a fare increase so close to the last fare increase? How do I know whether a regular fare was taken for my fare when I'm a senior? Will there be stores where I can load my card?	Online
Michelle	McCurdy		No raising bus fares! Public transportation should actually be free! We need to be relieving the burden on the most vulnerable communities, not increasing it. I'd rather pay more taxes.	Online
Melissa			DO NOT RAISE PRICES. WE ARE IN A PANDEMIC AND IT HITS THE LOW INCOME HARDEST	Online
Melanie	Sanchez		PRICES SHOULDN'T BE RAISED LOW INCOME COMMUNITIES ARE BEING MOSTLY AFFECTED BY THIS ON A DAILY BASIS! Many students and family me entes rely on this method of transportation! This is a really crucial move to make! San Diego specially is a city town which has a lot of it people moving a daily basis uptown and this can cause a huge impact on there life's.	Online
Meisha	Myers		Especially with current conditions, increasing fare prices will only make public transportation less accessible for people. There are many other departments that are overfunded. Where those fund can be funded towards maintaining the current price or even lower the fare prices. With such a drastic decision, are the lives of the ones who use and fund the transportation industry even considered?	Online
Meisha	Myers	3/1/2021	Especially with current conditions, increasing fare prices will only make public transportation less accessible for people. There are many other departments that are overfunded. Where those fund can be funded towards maintaining the current price or even lower the fare prices. With such a drastic decision, are the lives of the ones who use and fund the transportation industry even considered?	Online
Mati	Kucz		San Diego should aim to implement thorough changes to the fare model to incentivize higher ridership. To align with the most successful public transport systems across the globe: a pay-by-distance scheme incentivizes an increase in short trips while splitting the costs fairly between those who want to travel 1-2 stops vs those who travel across the country. It makes no sense that currently, a one-way trip costs equivalent amounts regardless of how far you travel.	Online
MARY	HYDER		Please do not raise fares Can some pandemic funds be used to help MTS?	Online
Maria	De La Torre		you guys want to increase the fare when rents of apartments are going higher and so is everything else and not only that we are in the middle of a pandemic were are people gonna get money to get he bus .	Online
Maria	Garcia		Please keep the 30 day pass	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Maria	Garnica	1/27/2021	Please don't raise the price on public transportation	Online
Marcela	Mercado		<p>I support Scenario C.</p> <p>Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color).</p> <p>Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow.</p> <p>Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve.</p> <p>Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.</p>	Online
Luis Alejandro	Montes		<p>To the San Diego MTS Board of Directors,</p> <p>I remember the days when the only bus I could take to get from Chicano Park to Escondido was Route 20. It was a welcome boost in efficiency when we got Rapid Routes 235 and 215. However, by raising the fare 10% for most adult fares and for disabled folks using MTS Access and NCTD lift services, in a time when only the most vulnerable are forced to use public transit for necessities, we are moving the wrong way on public transit. Cities across the US have been exploring fare-free public transit, in some of the boldest forays into the climate action we desperately need, into the support for the working class we desperately need, into the support for Black and brown communities we desperately need, especially here in San Diego.</p> <p>The rationale for raising fares is that over the last 10 years, operational costs for both MTS and NCTD have risen 25%, according to SANDAG. The increases in Scenario A brings in \$3M more per year, and \$4.2M more per year in Scenario B.</p> <p>However, I seem to recall that last year, San Diegans, led by Black communities, overwhelmingly called for our local governments to defund the police. What did Sn Diego's City Council do? In October of 2020, in spite of protests across the county, the San Diego City Council raised the San Diego Police Department's budget from \$539M, to \$568M. With just that increase, we could offset the operational costs that these increases seek to cover, and much more. Recently, the County of San Diego declared racism a public health crisis. To make good on that declaration, we must defund the police's bloated budget, and reinvest those funds into public services like our public transit.</p> <p>I ask the MTS Board of Directors to reject the proposed fare increases. We WILL put our public funds to good use, instead of funding a white supremacist institution that serves to criminalize poverty, and brutalize our Black and brown brothers and sisters. Look for us at your City Council meetings, and where we will be asking that we reinvest funds originally budgeted for the police into a world-class public transit system that can one day be completely fare-free.</p>	Online
Luca	Barton		<p>We are in the middle of a pandemic. Our most vulnerable communities have so little support and are economically oppressed as it is by our government and society, all of which is now being exacerbated by this pandemic. Public transportation is a right. I know MTS is dealing with budgets, but putting the burden on those who absolutely need public transportation, those who are lower income is unconscionable. If MTS needs funds, MTS needs to find ways to fund their services from wealthy individuals and organizations, not on the backs of our self-created poor.</p> <p>In Solidarity, Luca</p>	Online
Louisa	Golden		Please don't raise fares. Lower them! Transportation helps the economy and promotes individual autonomy.	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Lorraine M	Leighton		To the MTS Board, North County Transit Board, & Sandbag: .While we are still stuck.in the Vivid Virus the fact remains will the SDM Bus Fare, will this be the same \$ 1.25 one way or will it change. Then you have your SDM monthly pass amount \$ 22.00 or will it change to a different amount? Then my next ? is are the buses now capable of loading a SDM day pass for \$ 3.00 , or will it change also. Sincerely yours, Miss Lorraine Leighton.	Online
Lisa	Pawelek	1/27/2021	please do not raise fees for ridership in regards to one way fares and day passes	Online
Lily	Smith		I support Scenario C. Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color). Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow. Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve. Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.	Online
Leyel	Malave		I am commenting to request that you do NOT raise the fare prices. The pandemic has been hard on us all, but especially for our working class people. We have had to face the pandemic everyday for very little money in hopes to make ends meet. To continue to raise these prices on our working class is a crime against the people who we just regarded as hero's only months ago.	Online
Laura	Chinchilla		I support Scenario C. Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit-dependent working families of color). Like my mother, she refuses to learn to drive because of her fears and has always used public transportation. She depends on her work checks to pay for all her bills and she has already nudgeted for her bus fare. Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow. increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve. Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.	Online
Laura	Garcia		I support Scenario C Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color). Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve. Thank you, Laura	Online
Lamees	Mansur		1.How would the system recognize senior rates as they are different from the rest? If it is not going to charge you more than a day pass or more than a month pass, are we, seniors, included in the equation. Howe would it discern us from the regular fair? 2. Can we upload \$\$ online and then keep tab on how \$\$ is deducted and what is left? 3.Would we be able to transfer balance on Compass to our Pronto card? Please make out system easier and not more complicated. 4. Why isn't the Coaster included in all this? Thank you!	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Kimberly	Flores		This is NOT okay! We are in the middle of a pandemic and you wanna raise prices? Many of our families are facing financial issues due to COVID, ever heard of it?	Online
Kim	Becerra		<p>Good evening, MTS board members. My name is Kimberly Becerra.</p> <p>When I heard about the proposed fare increases, a couple of issues came to my mind. I know that a couple of my coworkers rely on public transportation to get to work . Raising the bus fare in the middle of a pandemic unjustly punishes essential workers like her, who don't have the luxury of opting out of riding public transit.</p> <p>That being said, I was one of the many people out at protests last year against police brutality, and in support of funding public services like education and public transportation, as opposed to continuing the militarization of black and brown communities. It blows my mind that after all of the public outcry to defund the police, the San Diego City Council chose to increase SDPD's funding by \$29M in October of last year. With that increased funding alone, we could fund the increased operational costs to our public transit system, and have money left over to put into underfunded public schools in South San Diego.</p> <p>For that reason, I ask that the MTS Board of Directors reject the proposed fare increases, and return to their respective city councils to ask for funding to be reallocated from local police departments to SD MTS. Thank you.</p> <p>Warm regards</p>	Online
Kevin	Stevenson		As someone who rode the 235 bus from Escondido to San Diego regularly when I went to college, I can say that some people need reliable public transportation to get from place to place. Increasing fares would only hurt low-income people who are hurting worse than usual due to the pandemic.	Online
Kelli	Bug	2/10/2021	I demanded defunding the police's budget, and reinvesting those funds into public services such as our public transit.	Online
Keara	Pina		I support Scenario C. Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color). Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow. Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve. Please also reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.	Online
Katherine	Travers		<p>I am commenting to request that you do NOT raise the fare prices. The pandemic has been hard on us all, but especially for our working class people. We have had to face the pandemic everyday for very little money in hopes to make ends meet. To continue to raise these prices on our working class is a crime against the people who we just regarded as hero's only months ago.</p> <p>If the MTS needs money, I'm sure they can find another place to take it out of besides raising the fares this much, it's unaffordable for most people, especially working people.</p>	Online
Karina	Gonzalez		San Diego's public transit must support efforts to reduce GHG emissions through vehicle miles traveled as required by climate action plans. These fare increases come in the middle of a pandemic, where people who risk taking public transit are largely essential workers of color. We urge the The Metropolitan Transit System (MTS), North County Transit District (NCTD), and the San Diego Association of Governments (SANDAG) to have these already vulnerable workers in mind and reject any increases in fares for adults. We are in support of a decrease in rates for Youth passes.	Online
Kailey	Tooch	2/10/2021	Those who often use public transportation typically rely on it due to financial struggles. We should do everything in our power to continue to keep fares low and offer discounts when possible.	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Joshua	Irish		<p>Good evening, MTS board members. My name is Joshua Irish.</p> <p>When I heard about the proposed fare increases, a couple of issues came to my mind. I know that my coworker Silvia, who works in the meat department at Sprouts relies on public transit to get to work. Raising the bus fare in the middle of a pandemic unjustly punishes essential workers like her, who don't have the luxury of opting out of riding public transit.</p> <p>That being said, I was one of the many people out at protests last year against police brutality, and in support of funding public services like education and public transportation, as opposed to continuing the militarization of black and brown communities. It blows my mind that after all of the public outcry to defund the police, the San Diego City Council chose to increase SDPD's funding by \$29M in October of last year. With that increased funding alone, we could fund the increased operational costs to our public transit system, and have money left over to put into underfunded public schools in South San Diego.</p> <p>For that reason, I ask that the MTS Board of Directors reject the proposed fare increases, and return to their respective city councils to ask for funding to be reallocated from local police departments to SD MTS. Thank you.</p> <p>Warm regards,</p>	Online
Joselyn			Please do not increase fares it is so unfair that during this pandemic everything wants to go up when people are getting a way lower pay like me . It is very unfair when we can barely afford anything during this pandemic and still have to pay rent & everything just keeps going up	Online
John	Demcko		I live in Arizona and thus, I am an infrequent visitor to the San Diego area. Still, I have a COMPASS account and a card. How will I be able to transition to PRONTO's system?	Online
John	Haronik		Will a new card be required when the switch is made to Pronto or can I keep my current Compass card? What happens to any balance that I have on my Compass card when the transition happens?	Online
john	jusko		<p>Hello</p> <p>I need complete information about your new pronto program for us riders and those who carry the common S.D.M compass cards.</p> <p>Is there anything you can e mail me about this new program here?</p>	Online
Jill			I find it absurd in the extreme that we raise rates now when we are trying to meet our climate goals! Public transportation should be reducing rates and getting everyone on board!	Online
Jenny	Bourassa		Do not raise rates. The customers who need your service the most Can not afford a rate hike. Figure out something else.	Online
Jennifer	Foxley	1/22/2021	: I support the proposal to include free fare transfers for one way trips on bus and trolley transit rides. This would make transit for accessible to the people and communities that need it the most. I believe this would also bring Sandag's transit system up to date with most large cities who do offer transfers to their riders.	Online
Jeanette	Aparicio	3/1/2021	<p>Hi, I am San Diego born and raised. I have lived in southeast San Diego my whole life and during high school, I relied on public transportation to take me to school. It was the only affordable, doable and only way of transportation. I know many people who rely on public transportation to go to work. I myself am fortunate now to not "need" it since I have a car now but for many people it is their only way. And I still do use it going to downtown and other events. It is better for the environment.</p> <p>This change will impact many people, but especially people of color or minorities. Including most from southeast San Diego, many are low income and would not be able to afford a mts fare increase. This is also a way to help the earth and many won't be able to with this increased fare. People who use it daily or almost daily will feel that whole in their pocket. It's not fair for people, especially low income, to have to deal with that situation because the city and state can't fund our public transportation.</p> <p>I know it is also for mts to have funds but we as the city should look for other ways to receive those funds but the answer should not be from another mts fare increase.</p>	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Jared	Gagen		This is a not a great idea. This new fare system makes it difficult for people used to the compass cards. Not only that but how the fuck are the Transit enforcement officers going to be able to know how to scan these God Damn things with the HHU's?? Tell me what and how it will work. Thanks pieces of shit!	Online
Janice	Payne		Will there be a PRONTO card to replace the compass card? How will PRONTO cards be distributed?	Online
Iona	Tcholakova	2/28/2021	<p>I am supportive of the creation of PRONTO as it will offer a best-fare option and individuals will not have to worry about purchasing a month pass and overpaying for the month if they did not end up taking as many rides as expected. However, PRONTO must be accessible to vulnerable communities. To do this, the outreach should be accessible in multiple languages, and the transition should be especially smooth for reduced-fare riders so that they can continue to receive reduced-fare with no issues. Also, it is important that it is possible to register an e-card by phone (not only through a smartphone app). By having this best-fare system only accessible to those who don't pay cash or have an app on their phone, the benefits of best-fare will not be accessible to the many low-income individuals that pay cash or lack smartphones. It must be easy for individuals to have a cash service for their physical cards, especially in areas of concentrated disadvantage. Placement of fare vending machines should be done to to increase regional equity.</p> <p>I support that reduction of the one-way fares for Youth, and am against an increase of the Youth/SDM monthly best fare in scenario B as this increase would burden the most vulnerable communities. I do, however, support the increase of the Adult Monthly Best fare in Scenario B to increase funding for the transit system and lessen the burden on the transit organizations.</p>	Online
Ignacio	Martinez		We are in a middle of a pandemic. Families who use public transportation should not have to pay more to ride. This is not the way to go especially considering the high number of homeless in San Diego county.	Online
Hugh	Moore		You should be working on making public transit free, not raising fares. Climate change requires that people move away from single use vehicles and continuing to charge for public transit forces people to look to other than public transit for transportation. Please look 50 years in the future before you make any fare adjustments today.	Online
Heather	Smith		<p>I support Scenario C.</p> <p>Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color).</p> <p>Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow.</p> <p>Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve.</p> <p>Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.</p>	Online
Gloria R.	Conejo		In a time when San Diegans are struggling the MOST, none of these scenarios suffice, even the lightest option of "C". Transportation should be FREE.	Online
George F	McGinnis		The one question not answered here is what is the new cost of the monthly pass? Is it remaining the same or increasing and if so by how much?	Online
Gener	Abdon	2/10/2021	<p>Essential workers and community members with no other option than to take the bus have been continuing to ride transit. We need to reward those riders by moving our public transit systems towards a 100% taxpayer-funded model. In the near term, supporting these riders means finding a way to keep rates the same, while continuing to offer discounted youth passes.</p> <p>The community has been holding the police accountable, led by black and brown leaders across the County. Recently, the County of San Diego declared racism a public health crisis. To make good on that declaration, activists and community members have demanded defunding the police's budget, and reinvesting those funds into public services such as our public transit.</p>	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Gabriel	Yetnikoff		Transit fares should NOT be increasing right now. Instead, they should be kept the same as we must build an 100% taxpayer-funded model that seeks to make public transportation accessible, affordable, and attractive. If San Diego County wants to make action towards reparations for our most vulnerable and marginalized communities, then we must make public transit better, and reinvest financial resources towards models that benefit the community.	Online
Gabriel	Yetnikoff	2/10/2021	Transit fares should NOT be increasing right now. Instead, they should be kept the same as we must maintain an 100% taxpayer-funded model that seeks to make public transportation accessible, affordable, and attractive. If San Diego County wants to make action towards reparations for our most vulnerable and marginalized communities, then we must make public transit better, and reinvest financial resources towards models that benefit the community.	Online
Frida	Gonzalez		Transportation in the community of Escondido for all our working-class people, homeless population, and even children that have working-class parents is extremely important. It is vital that we work in the favor of them and their accessibility, not against it. Raising the prices for everyone taking part in this transportation is a crime against the community. The pandemic has not made saving money any easier even more for those relying on public transportation for their own work. We need to work together to make this more accessible than it already is.	Online
Frank	Asaro		<p>PRONTO appears to make a simple system more complicated. Currently, I purchase a 30-day pass and have my card uploaded. Under PRONTO, I still do that - but with a different card. Why not the same card? If I load more than the cost of a pass, I risk an electronic glitch which may keep deducting after the limit has been reached. Will I get a receipt, or proof of purchase? PRONTO is more electronic, more complicated, and more impersonal.</p> <p>Your flier implies that cash will no longer be accepted. True? If so, what happens to the rider who has cash but not an account? Does he go to jail if he insists upon riding? Also, does the rider need access to the internet at any time with PRONTO? I operate off a shared computer, so this would be very inconvenient.</p> <p>PRONTO may be convenient for the company, but unnecessarily complicates matters for the riders - and we get to pay more for that privilege with a fare increase. I am a Senior; I understand there may be complications transferring that status to the new cards.</p> <p>PRONTO precludes the human element. We become little more than electronic bleeps at the mercy of a system that is not human and, therefore, does not care. Please reconsider PRONTO - we don't need it.</p> <p>Cordially,</p> <p>Frank Asaro</p>	Online
Estela	DelosRios		Don't raise the fees. Poor people are already suffering with this pandemic. Have a heart !	Online
Emily	green		Please do not raise transit fares, especially at a time when so many people are hurting financially! In fact, it should be the opposite. Fares for the elderly and disabled should be free, so they can get to medical appointments. I'm sure the pandemic will still be occurring by mid-2021. Raise the fares for non-elderly or disabled folks on the Coaster instead - which is mainly used by the upper class that can afford it.	Online
Ellen M	McCann		<p>I support Scenario C.</p> <p>Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color).</p> <p>Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow.</p> <p>Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve.</p> <p>Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.</p>	Online
Elizabeth	Dunn	1/9/2021	Please do not increase the fares 35 cents during a pandemic. People have lost their jobs during Covid-19.I'm strongly against it!	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Elijah	W		<p>Good evening,MTS Board of Directors, my name is Elijah W.</p> <p>I have been living in San Diego my whole life, and I was a pretty frequent user of public transit as a young adult. I found this proposal as a member of Inside Sustainability Socal, and as a musician, as concerned of my community, as somebody raising a family in San Diego county, I have a couple of issues with these proposed increases.</p> <p>My first issue with this is that it's mostly vulnerable, essential workers of color riding the bus through the pandemic. I have several coworkers who ride the bus to get to work, and theses, both the fare increase and the elimination of the monthly bus pass will directly impact their ability to budget, get to work, and possibly have funds for things beside transportation.</p> <p>Additionally, all of last year, San Diegans across the county were protesting police brutality and the outsized amount of funding that police departments receive compared to teachers, public transit, and other essential services that our local authorities are supposed to provide. We still haven't seen any changes that indicate that our demands were heard or met.</p> <p>For this reason, we are asking that San Diego's regional transit agencies reject the proposed fare increases, and look to bloated police budgets to fund the increased operational costs that these increase in fares are supposed to cover.</p> <p>Thank you, and have a good day.</p>	Online
Elijah	Willis	1/23/2021	<p>My first issue with this is that it's mostly vulnerable, essential workers of color riding the bus through the pandemic. I have several coworkers who ride the bus to get to work, and theses, both the fare increase and the elimination of the monthly bus pass will directly impact their ability to budget, get to work, and possibly have funds for things beside transportation.</p> <p>Additionally, all of last year, San Diegans across the county were protesting police brutality and the outsized amount of funding that police departments receive compared to teachers, public transit, and other essential services that our local authorities are supposed to provide. We still haven't seen any changes that indicate that our demands were heard or met.</p> <p>For this reason, we are asking that San Diego's regional transit agencies reject the proposed fare increases, and look to bloated police budgets to fund the increased operational costs that these increase in fares are supposed to cover.</p>	Online
Doug	Boldon	1/8/2021	I would like to see scenario A implemented in the coming year.	Online
Dora	Arnold		Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color).	Online
Diane	Pitzel		Please, in memory of all who have died and suffered through this pandemic, and for the sake of common decency, do not increase fares! What sort of people do you want to be remembered as?	Online
Diana	aguirre		Please do NOT raise the fares. People are with out jobs. We need FREE transportation not a raise in fees. Thanks.	Online
Derek			Free fares for all. Service 24x7 on train lines and major routes. Tax luxury suv's to pay for it, IDK.	Online
Deborah	Aitkenhead		I do not think you should eliminate the 30 day pass option, it provides more flexibility than the monthly option, especially if someone might be out of town for a while, or traveling less due to personal concerns etc. I also don't think you should increase the senior monthly pass price, we already had a price increase about a year ago. Thank you	Online
Deborah	Holcomb		The fare proposed increase is a regressive policy that will hurt most those least able to afford it.	Online
DAVID M	MORRISON		Please select Scenario "C". This is not a good time to be increasing fares for anyone. We need to make it easy for people to ride buses and trolleys.	Online
darren	whittaker		Scenario C	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Daphne H.	Galang		Why are Youth fares reduced by half, while adult and MTS Access disabled increased? The Youth category age group is ambiguous and might have the unintended consequence of encouraging underaged minors to ride without adult guardian supervision. The student category, especially for College and University students, is preferable. The proposed elimination of the 30-day pass and the addition of the new PRONTO system might not improve the ridership. Will the newer fare system start at the beginning of every month and end at the end of the month? What happens if a rider purchases their monthly pass in the middle of the month? Will the pass be valid to the end of the current month? Will there be a pro-rated fare depending on the day the pass is purchased? Riders who purchase the current 30-day pass are able to use the pass for 30-days from the date of purchase. The monthly pass seems to cover the current 28-, 29- (leap year), 30- or 31-days of the current month. I also miss the inclusion of the transfer to The Sprinter light-rail system with the access to the NCTD and MTS. I support the current fares and not the proposed changes.	Online
Danny r	Avitia		I support Scenario C. Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit-dependent working families of color). Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow. Increasing fares during a pandemic are illogical and insensitive to the needs of the people that public transit is intended to serve. Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.	Online
Dale	Burcham		How will senior citizens purchase a monthly bus pass. How will seniors use the PRONTO SYSTEM.	Online
Cris	Sotomayor		During these difficult economic times, it is unacceptable & unethical to raise the cost of an essential public service. This increase in fares has the largest impact on disenfranchised San Diegans, furthering the disparities being faced by our communities. As a community, we urge MTS to pass scenario C and reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.	Online
Craig	Monday		The proposed fare change may be out of my control, but what really, really irritate me is seeing empty buses driving in my neighborhood. You may be able to maintain same level of service using government stimulus money, but operating empty buses burning natural resources (fuel) doesn't seem like a reasonable solution. It takes millions of years to generate fossil fuel yet I see it burn out the window on empty buses. Alexandria Ocasio-Cortez probably will blow her stack. Please adjust routes accordingly based on capacity. This will control cost and maybe alleviate a fare increase until the pandemic blows over. Thank you	Online
Collin	Foxely	1/23/2021	Please join world-class transit systems by eliminating transfer-fees and fares completely. Even if only within a 2-3 hr window, doing so will encourage more transit use. Thank you.	Online
Christian	Burgos		Aumentar las tarifas es un acto ilógico, el costo del transporte público es costoso y el servicio no equipara a las necesidades de la gente. Hacer esto especialmente en una pandemia, cuando nuestra gente sufre y batalla por salir adelante, es completamente insensible.	Online
Christian	Irish	3/1/2021	My name is Christian Irish. I've lived in San Diego for 26 years. I believe we should be adequately funding public transit. Please reject these fare increases. Our bloated police budget makes it clear that we have the money to spend on public services, we just care more about militarizing communities than we do about funding education and mobility for low-income communities.	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Chris	Le		<p>I would like to oppose the fare increase because of two issues:</p> <p>1) COASTER should not be excluded. Fares should be raised on COASTER as well as the other systems. Further, COASTER should be incorporated into the Regional or Premium monthly pass structure so commuters can finish their commute on MTS or NCTD Sprinter/buses without requiring a second pass.</p> <p>2) MTS and NCTD should allow transfers. Most of the examples given are based on one-seat trips. However, the basis of one-seat trips often results in routes that take excruciatingly long to snake through communities, which is a separate issue. The point is, many people still have to transfer buses and pay a second fare. I wish PRONTO allowed for at least one free transfer with the fare hike (or even an increase to \$3 with free transfers). The idea that non-daily riders have to pay every time they set foot on a bus or trolley to complete their journey only discourages people to use transit.</p>	Online
Carrie	Schneider		Please do not raise bus fares. With people suffering from virus-related financial issues and also the need to mitigate climate change, we need to make taking the bus as easy as possible.	Online
Candace	Challenor	1/28/2021	NO, just no to fare increases poorly justified by changes to tools	Online
Bruce J	Nadel		<p>Not only are there many ways a loss in revenue can be made up but substantial increases in revenue collected without raising rates! An increase in frequency of service and better connection times will do a lot to increase patronage! Further, I have made very easily, realistic, suggestions on how to increase passenger safety/security without increasing costs and with no attempt by MTS to implement. When Mayor Wells of El Cajon said on KOGO radio that he would not let his children ride the trolley he was echoing the sentiments of the public at large! Additionally, increased comfort can be added with minimal costs! Clearly, the factors of safety, comfort, convenience and reliability are crucial factors in encouraging and increasing patronage!</p> <p>Thanks, Jeff Nadel</p>	Online
Bluv			As Resident and Devoted Rider, I support Scenario C.	Online
Barry	Fass-Holmes	1/13/2021	<p>MTS, SANDAG, and NCTD should be focusing on increasing ridership as the way to increase revenues (decrease the "gap") instead of raising fares. Increasing ridership would provide new riders and their fares (therefore more revenue) plus reduce greenhouse gas emissions (and traffic congestion) by getting commuters out of their cars and onto mass transit. Fare increases only will increase revenues (assuming that ridership does not decrease).</p> <p>Reductions of greenhouse gas emissions (GHGE) should be a paramount priority for mass transit agencies in a coastal city like San Diego. If we continue burning fossil fuels and increase GHGE, America's finest city will be facing sea level rises which will jeopardize everything-homes, lives, tourism, local economy/businesses, etc. Floridian coastal towns and cities already are facing these jeopardies; San Diego should look at their situation and learn from them.</p> <p>Whenever I promote mass transit to friends and coworkers, their response is that taking mass transit would take double the time that driving takes, consequently making them late for work and/or returning home. If they are correct, then MTS and SANDAG need to address this issue. Otherwise, the agencies need to 1) "educate" non-riders about the benefits of using mass transit, and 2) improve travel time so that it is comparable to the time involved in driving.</p> <p>One more point-the people who currently make up a large proportion of MTS' ridership are ones who least can afford fare increases, regardless of how small the agencies might perceive them to be.</p> <p>In summary, I strongly urge SANDAG, MTS, and NCTD to retain the current fare structure, avoid all fare increases, and instead redouble efforts to increase ridership.</p>	Online
Aylin	Lopez		Please do not increase fare for adults. Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow.	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Astrid	Enguehard		I need my 30 day pass to get to work. Don't eliminate the 30 day pass; a lot of working people depend on it. The PRONTO idea for us who need the public transport for work and essential needs will be even more hard pressed to afford it, especially in this pandemic.	Online
Ashley	Du		raising a fee during a pandemic when so many are struggling is unethical and will impact vulnerable communities the most	Online
ariana	federico		I support Scenario C. Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color). Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow. Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve. Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.	Online
Anonymous			The new PRONTO seems to be pointless as the COMPASS system already offers its features without any worries of overcharge. PRONTO has the potential to lead to overcharges to each customer on a daily basis, leading to many potential lawsuits for every potential overcharge - not to mention more work for the MTS to handle when met with overcharged customers. Its even sometimes an advantage for the MTS to keep the COMPASS system because it is the cost of at least 2 rides, yet a customer does not always ride at least 2 times when they purchase a Day Pass. I would also point out that many people have no interest in loading money onto a card ahead of time or even waiting at a trolley or on a bus to load money onto a card, whereas with COMPASS, or even without COMPASS (cash), its a very simple immediate payment. Overall, just a simple glance at the PRONTO system reveals flaws, and would affect many riders negatively to the point that they may be confused as to how to pay or may choose not to ride anymore. PRONTO, in the same way, may also deter potential riders in the future. Add one more voice against this proposal.	Online
Anonymous			The community is in a global pandemic! The worst thing you can do right now is raise prices for people who are having to take public transportation, already risking their lives. I support Scenario C. Increasing fares will hurt the people who ride transit most (transit dependent working families of color). Low-income, transit-dependent families already face significant hardship and cannot be seen as a source of cash flow. Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve. Please reduce the cost of youth fares to align with discounted senior fares. Lowering youth fares will be a source of relief to the families who need it the most during these unprecedented times of financial hardship.	Online
Anneliesr	Widmann	2/10/2021	Please do not raise the bus fares. There has to be some sort of incentive to encourage people to make sustainable decisions. Promoting public transit would decrease traffic and pollution. Plus, some people like me have no other option but to take the bus everywhere. I don't have a car and I can't afford to pay \$2.75 every time I want to take the bus a short distance.	Online
Andrea	Chacon	3/1/2021	I don't think the proposed fare increase for MTS is beneficial to the community members who rely on this service. A 25¢ - \$3 increase in fare can make all the difference on whether or not someone can afford to use MTS for a single ride, day pass, or monthly pass. I am not in favor on this proposal and would appreciate your consideration in rejecting this ordinance.	Online
Amaru	Marchant	2/10/2021	Public transportation should be 100% tax funded. Many people, especially essential workers, have continued to be dependent on public transportation it may even be their only option. We should not be punishing these people by increasing fares and taking away their ability to travel and work.	Online
Alireza	Mosallaie		I oppose the fare increase	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Alejandro	Amador		<p>Dear Board of Directors,</p> <p>My name is Alejandro Amador and I am the Community Air Program Supervisor at Casa Familiar. I am here today to</p> <ol style="list-style-type: none"> 1. Praise MTS for using technology to the rider's advantage with the PRONTO app that is set to take place; but 2. Oppose the fare increases that are planned to come into effect in the summer with this program <p>Establishing the PRONTO app shows how MTS is adapting in this technology-driven world to benefit its riders. However, increasing the fares during a pandemic, where those most affected are MTS riders who can't work from home and are living paycheck to paycheck is absolutely an injustice. I am shocked to see this amendment during these times, despite how small or large the increase might be.</p> <p>Thank you and I hope you take this into consideration.</p>	Online
Aisha	Daniels		Please do not increase fares for adults. Increasing fares will hurt the people who ride transit most (transit dependent working families of color).	Online
Adina	Weinig		I support Scenario C, because increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve. Low-income transit dependent families already face significant hardship and cannot be seen as a source of cash flow.	Online
Adella	Sweet		I understand that you guys not making money but we are not making money to give money to the bus we have hard to put food on the table and every penny counts in peoples homes.	Online
Adela	Valdez		Adults have been paying the highest fares for years, and now you want to increase it again because you decided to go to a new system?! Leave the adult fare where it is at \$72, and the one way fare at \$2.50 which is already too high. LA County's one-way fare is only \$1.75. They are a bigger county than San Diego and their fare is lower.	Online
Audrey	Carlson	2/15/2021	Public transportation is essential to practicing sustainability within our community as well as giving people the ability to access more areas of San Diego. Many of those who use public transportation do so out of necessity because they may not have the Eans to afford any other mode of transportation. Therefore, we need to implement a taxpayer model of funding in order to keep the transits running while also rewarding regular public transit users and allowing them to access places within the community.	Online

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
SANDAG Email's received				
Richard	Anson	1/12/2021	I disagree with eliminating the 30day fare for trolley riders if it means tapping in for each ride. I tried your tap per ride system and missed a few trolleys and once was accused of not having paid. Leave the 30day fare, for those whose ride regularity does not follow the calendar.	PIO Email
Phil	Petrie	2/25/2021	Dear Members of SANDAG, I want to weigh in on the proposed Fare Increase. I support the creation of PRONTO but it is essential that there is proper outreach to those communities that use MTS the most and that means all information on the transition is conveyed in multiple languages. Further, there should be an option to register the new e-cards by phone. I totally support the reduction of fares for youth and any increase in youth fares is a bad idea and should be resisted. We must encourage youth to use MTS as much as possible. Thanks for your consideration,	PIO Email
M Sahib		1/7/2021	I ran across an article (linked below) and wanted to quickly point something out. The Compass Cloud app allows you to buy and store a day pass, however time and time again I have seen patrons activate the day pass only when security personnel check fares. So if you store a day pass on the Compass Cloud and don't encounter the occasional security team then you can ride the Trolley "for free" for a very long time. I know people who take advantage of this design flaw and I see it in person when I ride the Trolley. https://patch.com/california/san-diego/transit-authorities-hold-meetings-next-week-discuss-hiking-fares	PIO Email
Lori	Kearns	1/12/2021	Please do not raise the senior monthly fair. They had a \$7 increase last time and you are only proposing a \$3 increase for adults.	PIO Email
Kimberly	Ogden	1/12/2021	I really disagree with raising the rate on MTS Access. First of all the current 5.00 rate has not been in effect for very long. Secondly why would you raise the rate on the most economically needy group of people who travel on MTS Access. Thirdly, another 50 cents means the driver will have to handle both bills and change for cash customers and less speed in counting money. Keep in mind the people riding MTS Access have been greatly reduced because of the pandemic and you should be encouraging more business rather than discouraging it with a rate increase. Please consider a monthly pass for people who take MTS Access once a week of MTS Access for say \$35. The driver would just punch a ticket with a hole punch for payment. If you want to raise the rate then raise the rate for non compass card riders to encourage them to get a compass card. Thank You for considering my input.	PIO Email
Kenneth	Rybock	12/30/2020	Rather than increasing adult one-way cash fares on bus and light rail services, the fare should actually be REDUCED from \$2.50 to \$2.00. Increasing fares will only reduce ridership further, and increase single occupancy car trips and it's resulting carbon emissions. Show that you are a leader in climate change and make public transit affordable. Do not raise fares!	PIO Email

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Joe	Pacis	1/4/2021	this is always the solution rate increase. why not increase the volume of ridership first ? this can be done by changing the routes to more populous low-income area where people can ride public transportation conveniently without driving their cars. As a matter of fact, decrease the rate so that people from these areas will be attracted to ride the bus, that it will become a habit for them or succumbed to this low rate that volume of ridership's increase that will generate income for NCTD. The rate increase will not change the ridership but will only reduced it. Come to think about it. Thanks a Lot ! ! !	PIO Email
Jeff	Nadel	1/12/2021	It is the worst thing that MTS could do to increase the fares, especially since the fares have been increased so recently!!!! I absolutely don't want to pay as I go because of the inconvenience and cost!!!! I am a senior on a very tight budget as it is; so the 30 day pass is something that must stay!!! I am contacting my county supervisor so that they can intervene and stop this threat!!!!	PIO Email
Gerard	Conklin	2/15/2021	I have read through the Information in the flyer that was on a bus and also online. I have no qualms with the proposals EXCEPT that I am adamantly opposed to the elimination of the 30 Day Passes while leaving the Calendar Monthly Passes available. The 30 Day Pass has always been my choice as it provides maximum CHOICE as to when to begin a month's worth of travel. I strongly urge you to not eliminate the 30 Day Passes.	PIO Email
Edward	Ritch	1/12/2021	I work at a school and before covid we would give out day passes to our student so they would have no excuses for not being able to attending school the next time. - With the Pronto, would there be a way to set it up so our school would be able to have several cards that we could refill when the students come to school. - Also will the student be able to have access to their own card on their phone. One personal question, would you be able to buy a new/temporary card on your phone like the Compass Cloud.	PIO Email
Dara	Kamaic	1/4/2021	I recently started to use public transport to get myself to and from work. I was one of the people who was impacted this year by the Covid-19, I experienced homelessness, loss of work, and now I'm barely working 10 hrs per week. I came across the flyer on the trolley which mentions the fare change you guys are hoping to accomplish this year at some point, can I say how deeply insulting it is for Sandag to be worried about raising the fares for bus and trolley. Are you completely unaware millions of people are jobless or barely working? Some people don't have money to feed their kids or themselves and some of us aren't working enough hours to sacrifice more money to get to work and keep what employment we have. It's disgusting that you guys are worried about an increase at a time like this when you guys should be encouraging riders and hold off on increasing the fares until things get back to normal. If Sandag needs money that bad they need to get in line and ask the government for a bail out. Not San Diego citizens to cough up more money. I vote No! to the increase and I demand that Sandag wait at least another year until they propose to increase. Ridership is low and people are scrapping by to survive. Sandag employees have healthy monthly incomes but not all San Diego citizens live in that bubble.	PIO Email

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Chris	Mracek	1/18/2021	<p>Happy KING Day, With his UNITY of ALL Brothers and Sisters in Spirit here is my Personal feedback regarding exciting Living the Dreama for Change. Please consider without counting the cost or prejudice. Regret missing the 3 Public Meeting Dates hope this careful and prudent feedback finds you well and safe. Vaminos!!!</p> <p>I: *****PLEASE please keep the Regional 30 Day pass active it should continue to compliment those of us working a variety of jobs with non congruent at best pay periods.</p> <p>I am ok with a rate increase of 4 Percent but keep alternative or diverse options available and open</p> <p>Can understand Eliminate in affluent COASTER North County where wine is fine and The Beautiful people ride their bicycle's to work.</p> <p>II More Late Night Options for Green Line East.</p> <p>With The Stadium shutting off trains short of Major MTS Transit Centre at times This hurts those of us on the outskirts. Propose that you provide LATE night trains to run to El Cajon. That would help low income riders and those of us who depend on public transportation (am A Licensed California Security Guard #G6424706 who just learned that the G stands from State Tax Lien filed by County of San Diego)</p> <p>Also same can be said for the #1 Bus. The Rapid #215 is great as it runs late Night out of Downtown. However personally need to get out at College intersection often having to walk 9 blocks (6000 to 69th) late at night.</p> <p>Having a #1 option would help keep the streets safe and clean and secure.</p>	PIO Email
Bud	Carbonaro	1/12/2021	<p>Hello</p> <p>It's remarkable the misinformation that is out there regarding your proposals.. it is quite clear you are proposing to cut student fares dramatically. But yet several live commenter's on the 12 January on line presentation railed on about how you are putting a higher cost burden on students.. completely false since you are literally proposing to cut their costs in half yet somehow they think otherwise. And I have to say the few who spoke for MTS on this didn't do a very good job setting them straight. One speaker touched on it but it was as if they were afraid to be more forceful in pushing back on this obvious misconception. This reality has to be driven in like a sledge hammer if you want to gain public support.</p> <p>So how to do you overcome this? Perhaps you are doing this already but one way could be outreach at the local schools but due to the COVID situation are there opportunities to hold a school assembly to educate them? I don't know but one thing is for sure there is a definite messaging problem regarding your fare plans for students. Are they purposefully being misinformed by others?</p> <p>Anyway, your proposals make sense and the PRONTO card is a good idea... good luck combating these misconceptions.</p>	PIO Email

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Voicemail Transcriptions				
Anonymous			I am a Trolley and bus user and when the rates were increased from \$18, I am a retired person, when the rates were increased from \$18 to \$23, I went and spoke to them. I told them they shouldn't do it because I saw their maintenance workers, the painters. I saw how they paint the guardrails in the El Cajon Metro station. In one hand, they are holding a cigarette and in another they are holding their cell phone. The paint bucket was about 10 feet away from them and they were using little 2-inch brushes to paint the guardrail. I asked the supervisor what's going on. They don't know about painting. I'm a retired painter. Guardrails should not be painted with 2-inch brushes. One should use a mini roller. But their workers, I took a video of them and I sent it. In one hand they're holding a cigarette and in another, a cell phone and the paint and brush are drying. Now my insurance increased in price by \$13 to account for cost of living and they want to raise the cost of transportation. It's not fair; please reconsider this. It's not fair that the price is increasing. Also, please teach your maintenance workers how to paint. They don't know how to paint. One cannot paint a guardrail with a two-inch paint brush with a cigarette in one hand and their cell phone in another, a cup of coffee and the paint and bucket just lying there and drying. Thank you very much.	Voicemail
Public Testimony Transcriptions				
Una	Nelson-White	1/13/2021	Why are you raising fares during this Pandemic Financial downturn, when people can't afford it? Thank you. I understand best fare system and why a fare increase might be needed. Since this will save money for most, I think it makes sense.	Public Testimony
Scott	Stern	1/13/2021	Mts fares just increased 2 years ago. It seems excessive during these times , and for vulnerable populations.	Public Testimony
Scott	Stern	1/13/2021	I do oppose the fare increase during these times, we just had fare increases two years ago. Were the disabled pass increased five dollars. I am not sure about an increase in disabled passes currently but like the lady said, people are trying to do more with less and it is very difficult for people with lower demographic standards, thank you.	Public Testimony
Sarina	Vega	1/13/2021	I am the environmental programs associate at Casa familia where some of MTS's highest ridership is and I want to acknowledge the effort made by MTS at reducing the fare prices for youth rider and I also want to commend MTS for the transition to pronto software updates which are necessary and can be economical. But I employ MTS to cut the prices for all riders, that being said with regards to the propose one way fare, Firstly, I think that transit should always be accessible and during a global pandemic when unemployment is 8.2% in California, public transit is the only option for some people. Taking a hit for a fare increase be the final straw for some people. therefore, I oppose the fare increases that are planning to come into effect during the summer or that are on the table. I am shocked to see amendment despite how small or large the increase is.	Public Testimony
Samantha	Gonzalez	1/12/2021	I don't know what you all are doing, you raised the price last year and raising the price has been very difficult for me and my family because we don't have any vehicles. We have been poor and it sucks because we are not working and none of us have a car for transportation and you are putting the prices up. It is just difficult or everyone in general and they people who work at night or in the evening. I can not believe that the prices are going up, I believe that all students should have free bus passes because we are standing school; maybe parents are unable to take their kid to school and I feel like that would be good for students and seniors and everyone. Thank you	Public Testimony
Natalia	Mercado	1/12/2021	I also agree that right now is an outrageous time to suggests this as a proposal. I think students and elderly and disabled should have free passes and right now there is not even that many people riding the busses. I understand that there has to be changes but I don't think an increase in fares should be one of the changes. I think what should be changed on rides on busses and trolleys to make it better and easier for the low income or people who have to take the buss. we should be helping out in these times instead of making it harder for the people trying to take the bus and the trolley.	Public Testimony

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Michael	Southard	1/12/2021	<ul style="list-style-type: none"> • 1) Not being on time for your own meeting 2) Drivers do the same with scheduling, due to less ridership. They go ahead of schedule leaving people stranded 3) During quarantine you roped off front of bus, segregation between fare box and disabled seating violations of 4) Allowing anyone to ride bus for free 5) I have disabled ID. Was denied access to handicap seating. As a result, my wallet was stolen. On 4th of July. Threatened with pepper spray to get off bus. Filed police report and transit never turned over footage to police department • Having to replace an out of state driver's license and having to replace it during a pandemic was hard. Especially if it is NEW YORK and I live in San Diego. Not to mention getting stranded here in the middle of cancer treatment. As a result, my cancer and staging was exacerbated because of your criminal negligence. • I encourage you to speak to all demographics. People who don't use the internet. Not to mention, your behavior is reckless. Considering our own government said all of their computer systems have been infiltrated, how can the public trust that your systems couldn't be compromised? • Which would leave travelers stranded if they had no cash or credit cards on them. Which when my wallet was stolen and forced off the bus because I demanded the police be called. The driver of the 7-bus lied to supervisors and said I was given a courtesy pass. Yet, I have a \$19.00 Lyft Receipt for 20 minutes after I was forced off bus. Councilman Chris Ward's office And Mayor Todd Gloria knows. 	Public Testimony
Michael	Southard	1/12/2021	<ul style="list-style-type: none"> • You might not want me to talk publicly, because litigation against transit is forthcoming. People don't have money to eat and your bus lot looks worse than Skid Row in Los Angeles. I have a master's in forensic psychology and a bachelor's in communications and Public Communications. Your proposals are irresponsible to do to the residents. • At the end of the day you have Federal Funding. The gap is in the truth • I have lived in San Diego since 1992. When fare was \$1.25. Pronto has been in San Diego. For the Coaster and NCTD • You've had 10 months to say something. You put brochures up at the last minute. Saying display (until 1/13) trying to hide your intentions. • The is how eminent domain happened to put the 15 Freeway through 3 neighborhoods so we could have the Super Bowl - 1 time - Feb 3, 1998. We have no football team, no Qualcomm Stadium, and I would love to know where those dislocated homeowners are today. • Neighborhood House Association in Mission Valley claims you have not communicated any concern about the homeless. STOP LYING in a Public Forum. I've done my research. I will go to the Tribune, The Reader, and Rory Devine at NBC by 5pm • You have federal funding • 2 Choices. Your expenses are paying people to NOT DO YOUR JOB and Lying to the public. • YOU NEED TO TAKE OUT LYFT and UBER. • The GIG ECONOMY has destroyed interpersonal communication Here is a perfect example. • The airport is complete. Uber and Lyft has destroyed any green initiative that your natural gas buses have employed. • Democrat theft is underway ahead of schedule. As a registered Democrat I cannot believe I have to say that. • San Diego pays too much money to Police and Fire Department. we've had no rain this year. Which means we will on fire this fall. • Despicable. Your behavior is why things happened at the Capital w/ Donald Trump • You are proof of an indictment of the education system. This is what happens when someone sells their soul and not know right from wrong. Your meeting is a formality. You are already rolling it out. 	Public Testimony

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Michael	Southard	1/12/2021	As someone who ran away and lived at a runaway and homeless shelter for kids, called the store front on 1039 12th avenue when I was 17 in 1992 the fare was \$1.25 then. Now I am speaking on behalf of a I senior and disabled on the fourth of July when you had the fare boxes roped off and had people boarding the back of the bus during a Black Lives Matter thing. Which considering what happened with Rosa Parks and the fact that you took it upon yourself to discriminate and violate Federal Law for disabled passengers. I had a disabled ID; I couldn't sit in the disabled seating as a result in the middle of a three-transfer trip my wallet slide of my lap and another rider stole it and was threatened with pepper spray to get off the bus because I was demanding that San Diego Law enforcement be called. I filled a police report and you guys never turned the footage into the police department on the 4th of July, the bus driver lied and said I was given curtesy pass. Yet I have a \$19 receipt for Lyft showing how I got home, not to mention I had to replace everything in my wallet. An out of state driver license of NY in the middle of a pandemic resulting in my cancer treatment being exacerbated and the staging worse. Chris Wards office knows, Todd Gloria's office knows and I think it is despicable that you are trying to do this in the middle of a pandemic because where you park your busses is worse than Skid Row in Los Angeles with the homeless, drug users and like the guy said with collecting cans. I have a master's in psychology, I have talked to all the organizations and neighborhood houses who give transit passes.	Public Testimony
Lisa	Cuestas	1/13/2021	I am the CEO of Casa Familia in San Ysidro and I would like echo some of the comments made by my colleagues and I think that MTS needs to take a close look at who is the user or who would be that one way cash fare user and buyer on the trolley or the bus. if there is any risk at all that, that user is someone who is already experience hardship, that user is somebody that resides in a community of concern, there should be absolutely no action taken to add any kind of burden durn the entirety of this year. increases may have to happen, but many of us are doing more with less and I think agencies like MTS and SANDAG are no exception that and I would strongly oppose any increase that would impact a vulnerable population.	Public Testimony
Goyo	Ortiz	1/13/2021	I just wanted to make a comment regarding the one way cash fare increase, I understand that there is a revenue gap of concern but I am active CBO working Group member at SANDAG and e hold a lot of workshop with our community here is San Ysidro and regarding public transportation and one of the main concerns is cost. we have a lot of essential workers especially during the pandemic that any increase is a great concern. I am thinking if there is any other way to find that revenue gap and not create the bigger burden for our user in our community of concerns.	Public Testimony
Gabriela		1/12/2021	I remember growing up, I would put together quarters as much as I could to just pay the \$2.50 fare for the bus and I would sometimes end up with no ride home from school. I just want to say that it is really bad that you are trying to put the price up. I know that kids sometimes don't have any way to get home and there parents are not really supportive. This is going to make it harder on everybody who is trying to out here to make it. I think that you should really consider getting free bus passes for high school students when we resume school. Thank you	Public Testimony
Dawn	Miller	1/12/2021	I would like to echo some of the statements that were made by Gabby and Samantha, as a public school educator of 24 years and a public transit rider and community member, I am completely appalled by even the suggestion of a fee hike especially in the midst of a pandemic that will be long lasting in our most struggling community members. This kind of audacious suggestion just exemplifies San Diego's contained war on the poor and working-class communities. it places the burden of an already equitable city budget on our most vulnerable neighbors while we continue to allow things like one out of three city budget dollars to be misspent on things like police. meanwhile our families are suffering and just trying to get front point A to point B. other large cities across the U.S. public transportation boards have found ways to make fares more affordable and or even free for riders while San Diego continues to suggest raising the cost and forcing the riders to choose between a meal and a ride. between basic needs and the need to get to work or school or the clinic. these increase fares are completely outrageous and should be rejected by anyone who says they care about doing the right thing for the people.	Public Testimony

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Daniel	Beeman	1/12/2021	<p>feel a majority of your ridership. we the constituents. WE are not owners as this is a private company, Not-For-Profit.... but little people riders don't make...see recent beatings & the Disabled Discount fare rate abuse. for decades!!!</p> <ul style="list-style-type: none"> • If not about fare increase, then WHY increase fares, AGAIN, one year later!!! • SF & LA pricing is \$2.50 per ride 120min. ride ALL services! LA is only \$1.75!!! (but \$7 for DAY PASS but bet 24hr pass. • Why isn't Youth fares to School paid for by Federal Funds?? They are going to school, right??? • Any benefit(discount) for using bike(healthier) along with bus? • Really, less than a week of community input for over 10% rate increase for majority of riders??? • How many people have, are participating, how many ARE riders, and please have participates RAISE hands if use Transit for 90% of their travel, other than walking or biking? Paid transportation. • Why not put ALL the questions up in a side panel...really public like CA Brown Act... • Not show much WHY changes, BUT Again another RAISE, when done a year ago with no real change in services. Poor people still need to be essential works...means getting to jobs to pay rent...But maybe unhoused & homelessness is better for you and San Diego??? • What happened to COIVD funds from Federal Government...is there really any way we can hold you accountable??? 	Public Testimony
Daniel	Beeman	1/12/2021	<ul style="list-style-type: none"> • Why can't meeting be done Twitter Live?? With phone connection for questions??? • Social security recipients got a Cost of Living Adjustment this year. \$14 a month. The increase in Food Prices have already sucked that up. And the \$10 a month SNAP recipient got. • Aye, Aye, thank you Gabriella, Why Doesn't ANDAG lobby to get Federal Fund for transit to schools who Fund free lunches, and a per student dollars per day!! • Why do I see so many EMPTY buses, and only me & one other rider??? • How can you afford to do that??? • Why not have smaller electric Shuttles at many times, and CHARGE Busiest for get workers to work! CAP reasoning!? • When do WE get to speak to MR. Irkhata & the SANDAG board...can you get that info to ALL via Bus/Trolley flyers, and Twitter, and Facebook if you use that!?!? • Why don't you fund Transit by having Free WIFI that get Ad revenue... most everyone would use it, b/c we are poor...Ads would be beneficial to Co.s that provide Free WiFi, and give them(they pay for paper parts) Ads on buses, benches, in and out. 	Public Testimony
Daniel	Beeman	1/12/2021	<p>I am poor and currently have no income, I am on social services, with no other help from people. I live in affordable housing and bike and use the bus and trolley to get around. It normally take at least two transfers from my house in Mission Valley and there are few busses that get to the north side. I am just seeing how we can do this so more people ride transit. I thought that is hat we were trying to do in San Diego. trying to reduce pollution with our cap. I do not see it happening, I just see more charges and the busses are in worse conditions than in 1986, the busses used to have five bike locks in the back and now they are reduced to two in the front. Raising prices is not going to get more riders, when the busses are already empty. I really want to know what you are trying to do.</p>	Public Testimony
Craig	Jones	1/13/2021	<p>I can see the PRONTO card being secured, but I can see how the mobile app version can be abused. What prevents say a family from sharing the same account and use the same barcode or QR code to board different buses? Even if you figure out a way to limit to one device, I can see one member doing a print screen and texting the image to another family member. PRONTO and Compass cards can't be cloned and provide the best level of security. I see abuses on UPass as drivers don't validate so I would expect the same for PROTO pass on mobile</p>	Public Testimony
Christine	Smith	1/12/2021	<p>decrease age for seniors again! how about allowing hours for people working later hours!</p>	Public Testimony
Belen	Hernandez	1/13/2021	<p>I am with Mid-City CAN and think these hearings are helpful for all of us. Mid-City Can has been working on equitable access to transit and transportation in San Diego for many years and looking at the proposal we support the reduction in one way cash fares for youth to align with the SDM cash fares, but we do not support the increase in adult one way cash fares. Although it might seem like a small increase to some, I think the population that generally rides transit, any increase will impose an additionally burden. We urge MTS to try and find other sources of revenue so we do not continue to look towards the riders as sources of revenue.</p>	Public Testimony

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Alejandro		1/12/2021	I am the community air program supervisor at Casa Familia, I am here today to first applaud MTS for using technology to the rider's advantage. Establishing the Pronto App shows that MTS is technology driven. Secondly, I would like to etch the word of the Directors to oppose any amendments or proposals or suggestion that might end up in an increase for any fares coming the summer. increasing the fares during a pandemic were MTS riders are the most effected who cannot work from home and are living paycheck to paycheck is an absolute injustice and I am just disappointed to see this as a proposed way to fill in that revenue gap. Thank you and I hope you take this into consideration.	Public Testimony
MTS Comments				
Tomas	Thomas	1/14/2021	All persons that respond to questions must have camera feed for the webinar. No camera feed it might as well be a dog barking at a cat. Need to have accountability for webinars.	MTS Email
Richard	Swoy	1/9/2021	I'm 78, limited income. Only way I can get around, even small increases are painful. What can be done? I know the economics, but don't want to lose this. Thank you	MTS Email
David	Rodger	1/10/2021	Would like to know when both boards are having their board meeting to talk about fare increase so I can attend to see how public money is being spent with little to no oversight Please provide me with all the info of each board date and times so I can attend to give them the voice of reason. I really like what I have heard about the new Pronto systems but it makes no sense how a fare increase got attached to it. Would really like to know how that happened and must have been the same person at MTS that thought they should spend 1 million dollars of public funds to get a sales tax increase that takes a two thirds approval and that hasn't happened since 1985. That same person thinks that it's okay to spend millions of dollars of public funds for MTS security to go around and give tickets to people that are riding for free. MTS is spending 2 times what it would cost to give free transit passes to low income people and eliminate the collection system that isnt working. Time for the new MTS CEO to show some leadership and fix transit district covid 19 problem fast. MTS is in violation of the state of california covid 19 public health ordinance and mandats and is spreading Covid 19 everyday until they fix the problem. .	MTS Email
Cynthia	Ann	1/14/2021	Was a JOKE. you all did NOT answer ALL questions about fare change! We are treated like CATTLE your buses break down..your drivers dont care what happens on the bus. MOST drivers especially in El Cajon dont even LOOK whose coming on the bus. People get injured on the bus and you all dont care!!!! You want to raise rates because YOU ARENT MAKING ENOUGH REVENUE. WE SHOULD NOT HAVE TO PAY MORE BECAUSE YOUR COMPANY IS GOING DOWN HILL!!!!!!!!!!!!!!	MTS Email

Public Comment

First Name	Last Name	Date	Comment	Received Via (comment form, phone, email, meetings):
Chryssa	Owen	1/13/2021	<p>Unable to give my input. These are my comments:</p> <ol style="list-style-type: none"> 1. I am representing my brain injured Zoom classmates at the Aquired Brain injury Program through Mesa College. 2. A fare increase creates difficulties for this community because. a. Our income through SSI/SSA increased by 9%, but the cost of living increased far above this . eg. Groceries, items for Daily Living, Rent, Special Needs Costs. 3. Most of my community cannot drive due to disabilities including being Wheelchair Bound, loss of directionality due to injury, loss of vision or sound judgment,all resulting in the loss of a Driver's License as a result. The bus and trolley are the only possible way to get around. <p>Hence, good people, I am requesting your SDMTS Service not raise the fares for the Disabled Monthly Pass. For myself this would mean possibly being unable to purchase what I need for a healthy daily lifestyle (purchasing quality foods, paying SDG&E and cellphone bill, not to mention medical costs not covered by Medicare.</p> <p>I humbly ask you to please take this information into consideration when adjusting your fees.</p> <p>Thank You for giving me the opportunity to represent my community.</p>	MTS Email

SANDAG Title VI Fare Equity Analysis for Fare Changes Proposed for 2021

April 16, 2021

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1. Purpose of Analysis

Pursuant to the San Diego Association of Government's (SANDAG) Board Policy No. 018, and in accordance with federal Title VI civil rights requirements (Federal Transit Administration [FTA] Circular 4702.1B, October 1, 2012), SANDAG is responsible for evaluating whether any proposed change to the Fare Ordinance will have a disparate impact on minorities (based on race, color, or national origin) or result in a disproportionate burden on low-income persons. Pursuant to the FTA Circular and the FTA Title VI FAQ dated December 2012, the Fare Equity Analysis is conducted for fixed route transit, including both bus and rail services.

2. SANDAG Title VI Requirements

Pursuant to SANDAG's Board Policy No. 018, section 1.2, the process to be followed in determining whether a fare change has a disparate impact on minorities or a disproportionate burden on low-income individuals is as follows:

- 1.2.1.1 SANDAG will determine the existence of disparate impacts to minority populations for all Fare Ordinance changes. Pursuant to Title VI of the Civil Rights Act, disparate impacts are found when there is a difference in adverse effects between minority and non-minority areas of ten percent (10%) or more. Minority populations will be deemed adversely affected when the proportion of minority persons adversely affected by the change exceeds the average proportion of minority persons in the analysis service area. If SANDAG, in consultation with the transit operators, chooses to implement a proposed fare change in the Fare Ordinance despite a finding of disparate impact on minority populations, or if SANDAG finds, in consultation with the transit operators, even after the revisions, that minority populations will continue to bear a disproportionate share of the adverse effects of a proposed fare change, SANDAG may implement the fare change only if:
 - 1.2.1.1.1 There is a substantial legitimate justification for the proposed fare change, and
 - 1.2.1.1.2 A finding is made that there are no alternatives that would have a less disparate impact on minority populations and still accomplish the legitimate goals of the fare change.
- 1.2.1.2 SANDAG will determine the existence of disproportionate burdens on low-income populations for all Fare Ordinance changes. Pursuant to Executive Order 12898 (Clinton 1994), disproportionate burdens are found when there is a difference in adverse effects between low-income and non-low-income populations of ten percent (10%) or more. Low-income populations will be deemed adversely affected when the proportion of low-income persons (using a threshold of at or below 200 percent of the U.S. Department of Health and Human Services poverty guidelines) adversely affected exceeds the average proportion

of low-income persons in the analysis service area. If SANDAG chooses, in consultation with the transit operators, to implement a proposed fare change in the Fare Ordinance despite a finding of disproportionate burden on low-income ridership, or if SANDAG finds, in consultation with the transit operators, even after the revisions, that low-income riders will continue to bear a disproportionate burden due to the proposed fare change, SANDAG may implement the fare change only if the transit agency(ies) show that they will:

- 1.2.1.2.1 Take steps to avoid, minimize, or mitigate impacts where practicable, and
- 1.2.1.2.2 Provide a description of alternatives available to low-income populations affected by the fare changes.

This process is not intended by SANDAG, MTS, NCTD or the FTA to be an absolute determination of discrimination or non-discrimination. Rather, the finding of a potential disparate impact or disproportionate burden according to this test is intended to *trigger additional steps* that otherwise can be skipped.

This analysis also does not contemplate an assessment of the relative equity of the fare structure *as it exists today*, only of whether the proposed changes are themselves equitable. This is in accordance with FTA guidance.

3. Description of Proposed Fare Change

SANDAG, the San Diego Metropolitan Transit System (MTS), and the North County Transit District (NCTD) are currently considering changes to fares in the region. The current fixed-route fare structure and proposed changes are set forth in Table 1 below. These changes are proposed to be implemented May 16, 2021.

In addition, SANDAG, MTS and NCTD are implementing a best-fare structure and a new free transfer to riders of Regional Services within two (2) hours of paying a one-way fare.

Table 1: Current Fare Structure and Proposed Changes

Fare Type	Proposed Change	Fare		Fare Change	
		Existing	Proposed	Absolute	%
Regional Adult One-Way	No Change (Best-Fare Cap)	\$ 2.50	\$ 2.50	\$ -	0%
Regional Youth One-Way	Decrease (Best-Fare Cap)	\$ 2.50	\$ 1.25	\$ (1.25)	-50%
Regional SDM One-Way	No Change (Best-Fare Cap)	\$ 1.25	\$ 1.25	\$ -	0%
Premium Regional Adult One-Way	No Change (Best-Fare Cap)	\$ 5.00	\$ 5.00	\$ -	0%
Premium Regional Youth One-Way	Decrease (Best-Fare Cap)	\$ 5.00	\$ 2.50	\$ (2.50)	-50%
Premium Regional SDM One-Way	No Change (Best-Fare Cap)	\$ 2.50	\$ 2.50	\$ -	0%
MTS Rural Adult One-Way	No Change (Best-Fare Cap)	\$ 8.00	\$ 8.00	\$ -	0%
MTS Rural Youth One-Way	Decrease (Best-Fare Cap)	\$ 8.00	\$ 4.00	\$ (4.00)	-50%
MTS Rural SDM One-Way	No Change (Best-Fare Cap)	\$ 4.00	\$ 4.00	\$ -	0%
COASTER Zone 1 Adult One-Way	No Change	\$ 5.00	\$ 5.00	\$ -	0%
COASTER Zone 1 Youth One-Way	No Change	\$ 2.50	\$ 2.50	\$ -	0%
COASTER Zone 1 SDM One-Way	No Change	\$ 2.50	\$ 2.50	\$ -	0%
COASTER Zone 2 Adult One-Way	No Change	\$ 5.75	\$ 5.75	\$ -	0%
COASTER Zone 2 Youth One-Way	No Change	\$ 2.75	\$ 2.75	\$ -	0%
COASTER Zone 2 SDM One-Way	No Change	\$ 2.75	\$ 2.75	\$ -	0%
COASTER Zone 3 Adult One-Way	No Change	\$ 6.50	\$ 6.50	\$ -	0%
COASTER Zone 3 Youth One-Way	No Change	\$ 3.25	\$ 3.25	\$ -	0%
COASTER Zone 3 SDM One-Way	No Change	\$ 3.25	\$ 3.25	\$ -	0%
MTS Access One-Way	No Change	\$ 5.00	\$ 5.00	\$ -	0%
NCTD LIFT One-Way	No Change	\$ 5.00	\$ 5.00	\$ -	0%
Regional Adult Day Pass	No Change (Best-Fare Cap)	\$ 6.00	\$ 6.00	\$ -	0%
Regional Youth Day Pass	No Change (Best-Fare Cap)	\$ 3.00	\$ 3.00	\$ -	0%
Regional SDM Day Pass	No Change (Best-Fare Cap)	\$ 3.00	\$ 3.00	\$ -	0%
Premium Regional Adult Day Pass	No Change (Best-Fare Cap)	\$ 12.00	\$ 12.00	\$ -	0%
Premium Regional Youth Day Pass	No Change (Best-Fare Cap)	\$ 6.00	\$ 6.00	\$ -	0%
Premium Regional SDM Day Pass	No Change (Best-Fare Cap)	\$ 6.00	\$ 6.00	\$ -	0%
COASTER Adult Day Pass	No Change	\$ 15.00	\$ 15.00	\$ -	0%
COASTER Youth Day Pass	No Change	\$ 7.50	\$ 7.50	\$ -	0%
COASTER SDM Day Pass	No Change	\$ 7.50	\$ 7.50	\$ -	0%
Regional Adult 30-Day Pass	Eliminate (Best-Fare Cap)	\$ 72.00	Eliminate	N/A	N/A
Regional Youth 30-Day Pass	Eliminate (Best-Fare Cap)	\$ 23.00	Eliminate	N/A	N/A
Regional SDM 30-Day Pass	Eliminate (Best-Fare Cap)	\$ 23.00	Eliminate	N/A	N/A
Regional Adult Monthly Pass	No Change (Best-Fare Cap)	\$ 72.00	\$ 72.00	\$ -	0%
Regional Youth Monthly Pass	No Change (Best-Fare Cap)	\$ 23.00	\$ 23.00	\$ -	0%
Regional SDM Monthly Pass	No Change (Best-Fare Cap)	\$ 23.00	\$ 23.00	\$ -	0%
Premium Regional Adult 30-Day Pass	Eliminate (Best-Fare Cap)	\$ 100.00	Eliminate	N/A	N/A
Premium Regional Youth 30-Day Pass	Eliminate (Best-Fare Cap)	\$ 32.00	Eliminate	N/A	N/A
Premium Regional SDM 30-Day Pass	Eliminate (Best-Fare Cap)	\$ 32.00	Eliminate	N/A	N/A
Premium Regional Adult Monthly Pass	No Change (Best-Fare Cap)	\$ 100.00	\$ 100.00	\$ -	0%
Premium Regional Youth Monthly Pass	No Change (Best-Fare Cap)	\$ 32.00	\$ 32.00	\$ -	0%
Premium Regional SDM Monthly Pass	No Change (Best-Fare Cap)	\$ 32.00	\$ 32.00	\$ -	0%
COASTER Zone 1 Adult 30-Day Pass	Eliminate (Monthly Only)	\$ 140.00	Eliminate	N/A	N/A
COASTER Zone 2 Adult 30-Day Pass	Eliminate (Monthly Only)	\$ 161.00	Eliminate	N/A	N/A
COASTER Zone 3 Adult 30-Day Pass	Eliminate (Monthly Only)	\$ 182.00	Eliminate	N/A	N/A
COASTER Youth 30-Day Pass	Eliminate (Monthly Only)	\$ 58.00	Eliminate	N/A	N/A
COASTER SDM 30-Day Pass	Eliminate (Monthly Only)	\$ 58.00	Eliminate	N/A	N/A
COASTER Zone 1 Adult Monthly Pass	No Change	\$ 140.00	\$ 140.00	\$ -	0%
COASTER Zone 2 Adult Monthly Pass	No Change	\$ 161.00	\$ 161.00	\$ -	0%
COASTER Zone 3 Adult Monthly Pass	No Change	\$ 182.00	\$ 182.00	\$ -	0%
COASTER Youth Monthly Pass	No Change	\$ 58.00	\$ 58.00	\$ -	0%
COASTER SDM Monthly Pass	No Change	\$ 58.00	\$ 58.00	\$ -	0%

4. Initial Impacts and Burdens Assessment

Since there is no comprehensive data yet on the usage of the new best fare and free transfer fares, SANDAG is taking the conservative approach and assuming there are disparate impacts to minority riders and disproportionate burdens to low-income riders who utilize cash only and may not be able to take advantage of the discounts offered through use of the PRONTO system. For all other fare changes in Table 1, which are all fare decreases, the sections named Effect on Minority Populations and Effect on Low-Income Population describe the analysis used for those fares.

Shown below are the steps that MTS and NCTD are taking to mitigate those impacts and burdens, to demonstrate that there are no alternatives that would have a less disparate impact on minority populations and still accomplish the legitimate goals of the fare change, and how there is substantial legitimate justification for the proposed changes.

The steps to mitigate and to provide alternatives for minority and low-income riders that are not able to get the discounts by using only cash include:

- Cash can be added to the PRONTO card at any retail location and at all ticket machines (ticket machines are located at every MTS and NCTD rail station).
- The retail network is significantly expanded (more so in low-income and minority areas) as detailed in the last section of this report named Analysis of Retail Network Expansion for NCTD and MTS Service Areas.
- These fares will be available to all riders using the PRONTO system regardless of income, race, and ethnicity.
- A large effort will be made to educate riders on the ways to easily load cash on the PRONTO card.

Additionally, a finding must be made showing there are no alternatives that would have a less disparate impact on minority populations and still accomplish the goals of the fare change. The goal of the fare change is to allow riders to use the new PRONTO system and never be charged more in a day or a month for the pass price that is set for that day or month. This is a new benefit for those riders that could previously not afford to purchase a pass in advance and ended up paying more than that pass cost originally.

Having best-fares and free transfers only available on the PRONTO system is due to the need to be able to track the dates and start times of rides in the new software system. There is no alternative to implement best-fares without the PRONTO software system.

Free transfers for cash riders could possibly be accomplished by reverting to a paper transfer system. This system has been found to be overly burdensome for the transit agencies by necessitating adding on hardware to the fareboxes that allow for transfer pass printing. MTS and NCTD removed this paper system when the Compass Card system was implemented in the 2000's. The paper system was wrought with fraud abuses from some riders making counterfeit copies, the machines malfunctioned often, and the driver's unions complained about the burden of their drivers to administer paper tickets. This shows that there is a substantial legitimate justification for the proposed PRONTO-only transfers option and that the alternative would not accomplish the goals of the fare change.

The effects on minority and low-income populations analysis conducted in the sections below are for the fare changes listed in Table 1 only. The last section, named Analysis of Retail Network Expansion for NCTD and MTS Service Areas, shows that the retail network expansion will not only help all riders, there is a higher percentage of retail locations in the minority and low-income areas than the non-minority and low-income areas.

5. Dataset and Methodology

As required by this policy and FTA Circular 4702.1B, SANDAG has calculated the number of minority and low-income boardings taken with each fare product that is currently offered by MTS or NCTD. This data was obtained from the 2015 SANDAG On-Board Transit Survey and annual calculations of ridership by fare product.

This On-Board Survey effort involved two types of surveys with bus and rail riders in the San Diego Service area: on-to-off counts and an origin-destination survey. Surveys were conducted on the MTS Bus, MTS Rail (Trolley), NCTD BREEZE, NCTD COASTER, and NCTD SPRINTER. Overall, over 88,000 On-to-Off Counts Surveys and nearly 33,900 Origin-Destination Surveys were completed. Both surveys were carried out by ETC Institute on behalf of SANDAG between February 2015 and December 2015. The demographic and fare payment information in the survey provided SANDAG with the percentage of riders for each fare product who are considered to be a minority or a low-income rider.

The information from the On-Board Survey is combined with calculations on the boardings by fare product based on farebox data, APC data, and annual surveys of fare use. This provides information on the boardings by fare product and allows calculation of the number of boardings by fare product for minority and low-income individuals.

6. Effect on Minority Populations

The FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

As defined by SANDAG policy the existence, or non-existence, of disparate impacts to the minority populations is determined by whether the proportion of minority persons adversely affected by the change exceeds the average proportion of minority persons in the analysis service area by more than 10%. To determine this, individuals facing a fare increase were considered to be adversely affected by the fare change. The proportion of minority persons adversely affected by the change was calculated based on the number minority persons who faced a fare increase and the total number of riders who faced a fare increase. The average proportion of minority persons in the analysis service area was calculated as the proportion that minority persons made up of all riders. The key results are as follows:

- The proportion of minority persons adversely affected by the change is: 0%.
- The average proportion of minority persons in the analysis service area is: 71.59%
- As the proportion of minority persons adversely affected by the change does not exceed the average proportion of minority persons in the analysis service area by more than 10%, there is **no disparate impact**.

A second calculation was conducted to estimate the proportion of the fare increase burden born by minority persons compared with the proportion that minority persons make up of all riders. This calculation takes into account that the fare change reduces the fares for some riders, reducing the burden on those riders, and also that a larger fare change places a greater burden on a rider than a smaller fare change. A fare product which has a price reduction (such as the youth one-way fare) shows a negative number as it reduces the burden on riders, while a fare product which has a price increase (there are no increases in this proposal) shows a positive number as it increases the burden on riders. This calculation was performed separately for all riders and for minority persons, and these totals were then used to estimate the proportion of the fare increase burden born by minority persons. This was compared with the average proportion of minority persons in the analysis service area, calculated as discussed above.

- The proportion of the fare increase burden born by minority persons is: 0%.
- The average proportion of minority persons in the analysis service area is: 71.75%.
- As the proportion of the fare increase burden born by minority persons does not exceed the average proportion of minority persons in the analysis service area by more than 10%, this confirms that there is **no disparate impact**.

7. Effect on Low-Income Populations

The FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines, unless the agency has adopted a different, broader, definition. SANDAG defines a low-income person as a person whose household income is at or below 200% of the HHS poverty guidelines.

As defined by SANDAG's policy the existence, or non-existence, of a disproportionate burden on low-income riders is determined by whether the proportion of low-income persons adversely affected by the change exceeds the average proportion of low-income persons in the analysis service area by more than 10%. To determine this, individuals facing a fare increase were considered to be adversely affected by the fare change. The proportion of low-income persons adversely affected by the change was calculated based on the number low-income persons who faced a fare increase and the total number of riders who faced a fare increase. The average proportion of low-income persons in the analysis service area was calculated as the proportion that low-income persons made up of all riders. The key results are as follows:

- The proportion of low-income persons adversely affected by the change is: 0%.
- The average proportion of low-income persons in the analysis service area is: 66.17%.
- As the proportion of low-income persons adversely affected by the change does not exceed the average proportion of low-income persons in the analysis service area by more than 10%, there is **no disproportionate burden**.

A second calculation was conducted to estimate the proportion of the fare increase burden born by low-income persons compared with the proportion that low-income persons make up of all riders. This calculation takes into account that the fare change reduces the fares for some riders, reducing the burden on those riders, and also that a larger fare change places a greater burden on a rider than a smaller fare change. A fare product which has a price reduction (such as youth one-way fare) shows a negative number in these columns as it reduces the burden on riders, while a fare product which has a price increase (there are no increases in this proposal) shows a positive number as it increases the burden on riders. The calculations were performed separately for all riders and for low-income persons, and these totals were then used to estimate the proportion of the fare increase burden born by low-income persons. This was compared with the average proportion of low-income persons in the analysis service area, calculated as discussed above.

- The proportion of the fare increase burden born by low-income persons is: 0%.
- The average proportion of low-income persons in the analysis service area is: 66.17%.
- As the proportion of the fare increase burden born by low-income persons does not exceed the average proportion of low-income persons in the analysis service area by more than 10%, this confirms that there is **no disproportionate burden**.

8. Analysis of Retail Network Expansion for NCTD and MTS Service Areas

MTS and NCTD are planning to expand the retail network where riders may purchase and/or reload transit fares in Summer 2021. The proposed retail network will consist of existing ticket vending machines at transit stations and a variety of retail locations throughout San Diego County such as CVS, 7-Eleven, and other retail locations.

With the proposed retail network, MTS and NCTD riders can purchase fare media, add stored value to their transit account, and check their balance at a majority of participating retail locations, ticket vending machines at transit stations, and online. However, 7-Eleven retail locations will only allow customers to add stored value to their transit passes.

A retail network expansion Title VI analysis for the NCTD and MTS service areas has been completed to assess the impacts of the proposed retail network on minority and low-income populations. The proposed retail locations (both 7-Eleven locations and other retail locations) and existing ticket vending machines at transit stations were mapped, with half-mile buffers created around them using GIS software. These buffers were then overlaid on census block groups in the NCTD and MTS service areas. If a census block group within the individual service area intersected with the half-mile buffer, the block group was considered as having access to a retail location.

To determine whether a disparate impact or disproportionate burden is anticipated, the percentages of minority and low-income block groups with access to retail locations were compared to the percentages of non-minority and non-low-income block groups with access to retail locations.

The analysis found that there is no disparate impact or disproportionate burden found with the proposed retail network as non-minority or non-low-income block groups did not have greater access to the proposed retail network than minority and low-income block groups. In fact, higher percentages of minority and low-income block groups will have access to the proposed retail network once it is fully implemented.

This section documents the following:

- The methodology used for the retail network analysis for the NCTD and MTS service areas.
- The findings of the retail network analysis for both service areas.

Data & Methodology

The following data and methodology were used to conduct the retail network expansion Title VI analysis. The proposed retail network was analyzed using demographic data and geographic information system (GIS) mapping.

Data

To perform the Retail Network Equity Analysis, the following data was used:

- Proposed Retail Network (All Location Types)
 - Retail Locations
 - 7-Eleven Retail Locations
 - Non-7-Eleven Retail Locations
 - Transit Stations (Ticket Vending Machines Locations)
- Service Area Boundaries for NCTD and MTS
- American Community Survey (ACS) 2018 5-Year Data for Race/Ethnicity and Household Income
- Census Block Groups

Methodology

Demographic data and GIS mapping were used to evaluate the proposed retail network where riders may purchase or reload fares and determine if minority and low-income populations within the individual transit service areas will receive a fair share of benefits. The analysis mapped the locations of the retail locations and transit stations that will comprise the proposed retail network and overlaid them on block groups designated as minority/non-minority and low-income/non-low-income within NCTD and MTS service areas. The percentages of minority/low-income block groups with access to the 7-Eleven locations, non-7-Eleven locations, retail locations (both 7-Eleven and non-7-Eleven), transit stations, and the entire proposed retail network were compared to the percentages of non-minority/non-low-income block groups with access. The following step-by-step procedures were used to determine the access:

1. Create a map that displays the transit service area boundaries for NCTD and MTS and the block groups in San Diego County. Identify block groups within each service area by selecting block groups that intersect with MTS and with NCTD.
2. Join ACS 2018 5-Year Data for Race/Ethnicity and Household Income in the past 12 months to the block groups for both service areas.
3. Calculate the minority¹ population for each block group by subtracting the block group's non-Hispanic white population from its total population. Calculate the percent minority for each block group by taking the block group's minority population and dividing it by its total population.

¹ Minority is defined as any person other than White, non-Hispanic.

4. Calculate the low-income² population for each block group by summing the block group's population within the household income cohort (\$40,000-\$44,999) and below. Calculate the percent low-income for each block group by taking the block group's low-income population and dividing it by its total population.
5. Calculate the percent minority for each service area by taking the sum of the minority population for all block groups in the service area and dividing it by the sum of the total population for all block groups in the service area.
6. Calculate the percent low-income for each service area by taking the sum of the low-income population for all block groups in the service area and dividing it by the sum of the total population for all block groups in the service area.
7. Designate block groups as minority/non-minority and low-income/non-low-income within each service area. Block groups in a service area whose percent minority is at or above the minority percentage for the service area is considered minority. Block groups in a service area whose percent low-income is at or above the low-income percentage for the service area is considered low-income.
8. Map each location type within the proposed retail network: 7-Eleven, non-7-Eleven, both retail locations (7-Eleven and non-7-Eleven), and transit stations. Overlay on the minority/non-minority and low-income/non-low-income block groups for each service area.
9. Create one-half mile buffers around each location type and the proposed retail network and select block groups that intersect the buffer for each location type and proposed retail network. The block groups that intersect the buffer for the location type is deemed to have access to that location type. The block groups that intersect the buffer for the proposed retail network is deemed to have access to the proposed retail network.
10. Calculate the percent of minority block groups for each service area that have access to 7-Eleven locations, non-7-Eleven locations, retail locations (both 7-Eleven and non-7-Eleven), transit station, and the proposed retail network by dividing the number of minority block groups with access by the total block groups in the service area. Do the same for the non-minority, low-income, and non-low-income block groups.
11. Compare the percentage of minority block groups with access to 7-Eleven locations, non-7-Eleven locations, retail locations (both 7-Eleven and non-7-Eleven), transit station, and the proposed retail network to the percentage of non-minority block groups with access. Do the same for the low-income and non-low-income block groups.

² Low-Income is defined as a person whose household income is at or below 200% the Department of Health and Human Services (HHS) poverty guidelines per SANDAG policy.

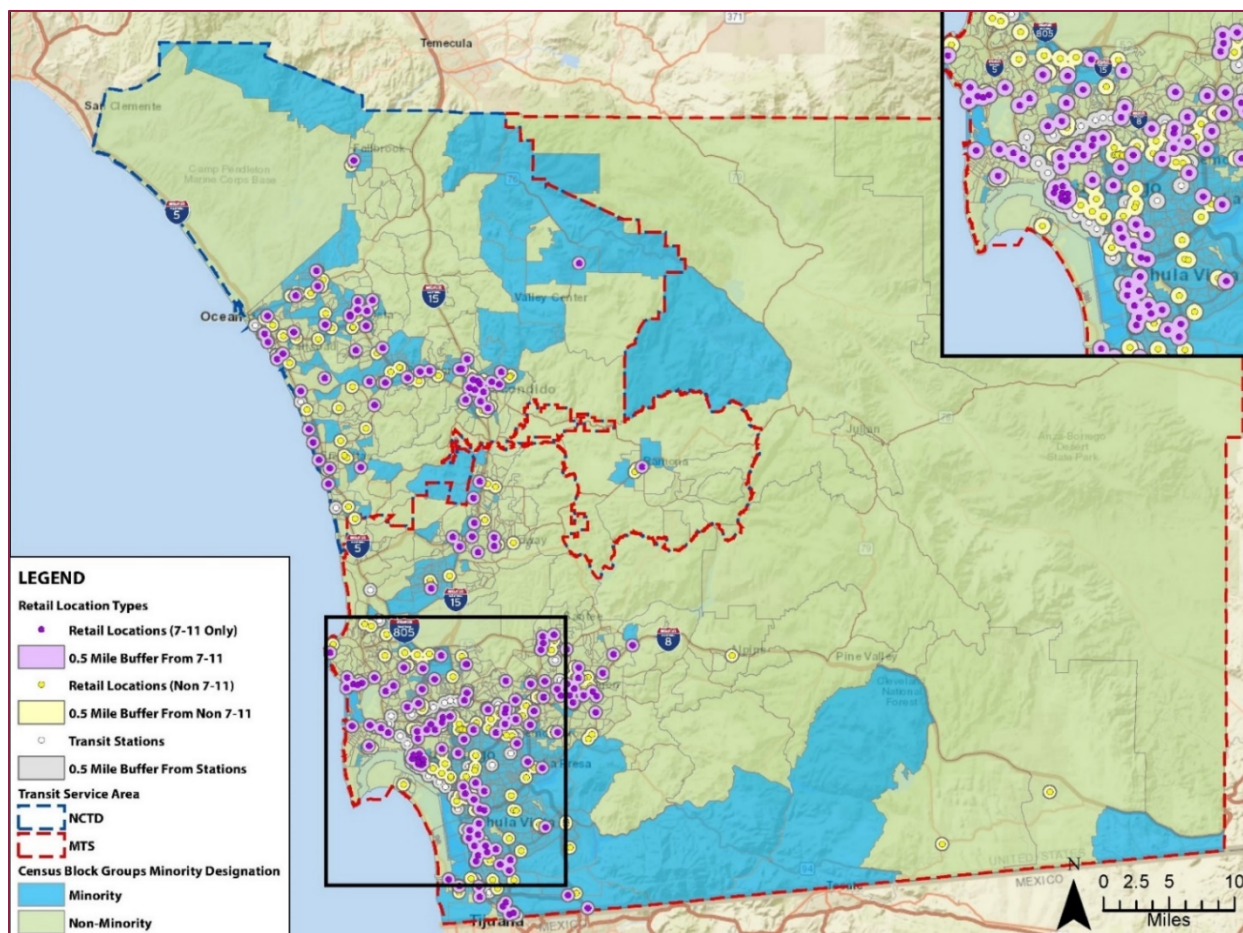
- a. According to SANDAG Board Policy No. 018, SANDAG identifies a potential disparate impact when there is a difference in adverse effects between minority and non-minority areas of ten percent (10%) or more.
- b. According to SANDAG Board Policy No. 018, SANDAG identifies a potential disproportionate burden when there is a difference in adverse effects between low-income and non-low-income populations of ten percent (10%) or more.

Summary of Findings

The retail network expansion Title VI analysis examined the access minority or low-income populations within the NCTD and MTS service areas, separately, and compared that access to non-minority or non-low-income populations within those individual service areas to determine if a disparate impact or disproportionate burden will occur with the proposed retail network.

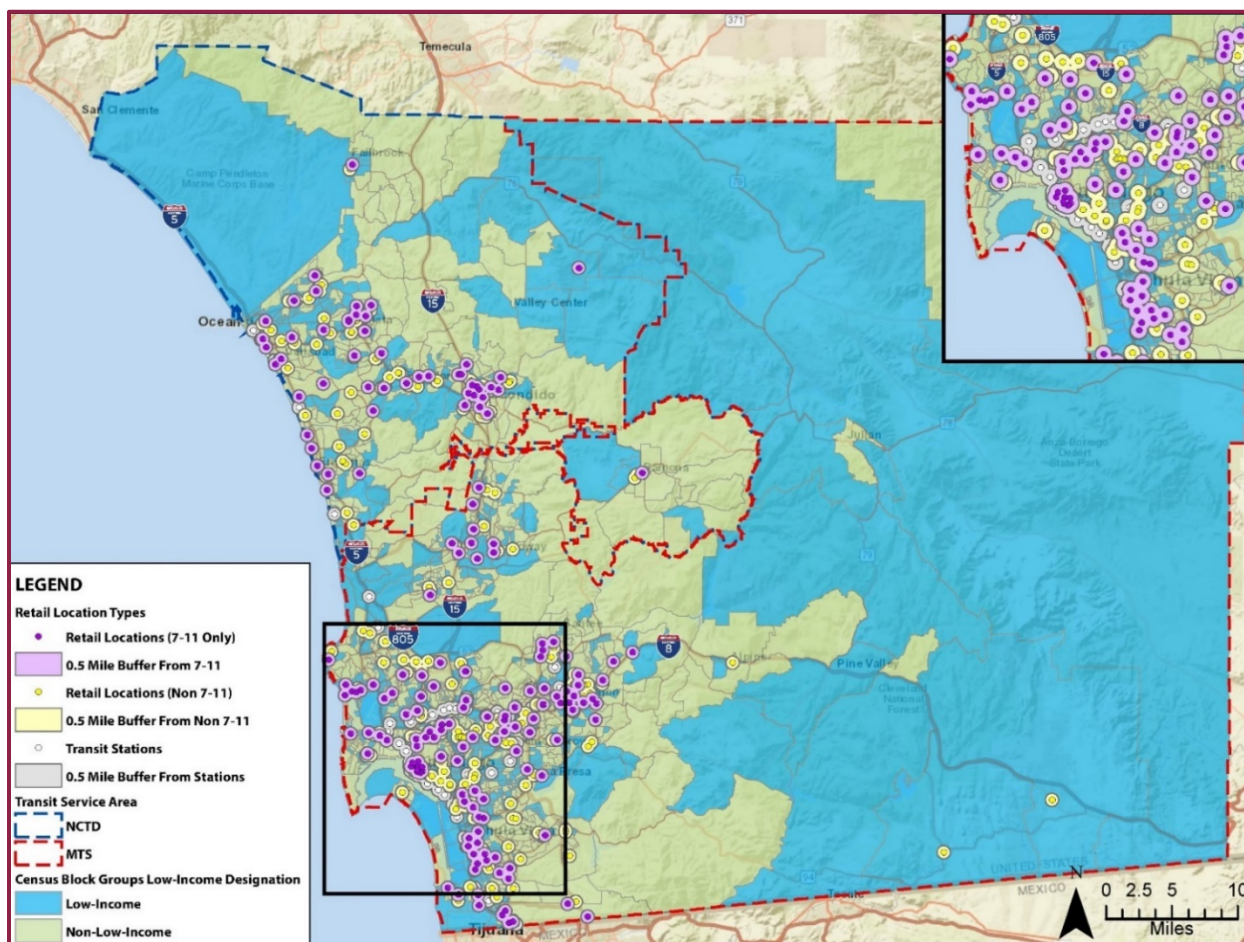
Figure 1 and **Figure 2** display the proposed retail network overlaid on the minority/non-minority and low-income/non-low-income block groups, respectively, within each service area.

Figure 1.
**Proposed Retail Network Overlaid on Minority/
 Non-Minority Block Groups for NCTD and MTS Service Areas**



Note: Census block groups within the individual service areas designated minority if the percentage minority in block group is at or above the percentage minority within NCTD (46.43%) and MTS (56.84%) service areas, respectively

Figure 2.
**Proposed Retail Network Overlaid on Minority/
 Non-Minority Block Groups for NCTD and MTS Service Areas**



Note: Census block groups within the individual service areas designated low-income if the percentage low-income in block group is at or above the percentage low-income within NCTD (28.24%) and MTS (30.45%) service areas, respectively.

Findings for NCTD Service Area

Table 1 shows the number of block groups in the NCTD service area as well as the percent minority and low-income for the service area. Table 2 shows the number of block groups within the NCTD service area by minority/non-minority and low-income/non-low-income designations that have access to non-7-Eleven locations, 7-Eleven locations, retail locations (both non-7-Eleven and 7-Eleven), transit stations, and the proposed retail network while Table 3 shows the percent of block groups by designation with access.

A higher percentage of minority block groups than non-minority block groups have access to non-7-Eleven locations, 7-Eleven locations, retail locations (both non-7-Eleven and 7-Eleven combined), transit stations, and the entire proposed retail network. 87.5% of minority block groups (203 block groups) have access to the proposed retail network while 61.0% non-minority block groups (152 block groups) have access.

A higher percentage of low-income block groups than non-low-income block groups have access to the various location types and the proposed retail network. 79.9% of low-income block groups (191 block groups) have access to the proposed retail network while 67.8% of non-low-income block groups (164 block groups) have access. There is neither a disparate impact or disproportionate burden found as a result of the proposed retail network as there are no adverse effects on minority or low-income populations of 10% or more.

Findings for MTS Service Area

Table 4 shows the number of block groups, the percent minority, and the percent low-income in the MTS service area. Table 5 shows the number of block groups in the service area by minority/non-minority and low-income/non-low-income designations that have access to non-7-Eleven locations, 7-Eleven locations, retail locations (both non-7-Eleven and 7-Eleven), transit stations, and the proposed retail network while Table 6 shows the percent of block groups by designation with access.

A higher percentage of minority block groups than non-minority block groups have access to non-7-Eleven locations, retail locations (both non-7-Eleven and 7-Eleven combined), transit stations, and the proposed retail network. Minority block groups with access to 7-Eleven locations have a lower percentage than non-minority block groups with access, but this percentage is less than 5.0%. 84.2% of minority block groups (492 block groups) have access to the proposed retail network while 72.1% non-minority block groups (544 block groups) have access.

A higher percentage of low-income block groups than non-low-income block groups have access to the various location types and the proposed retail network. 85.3% of low-income block groups (588 block groups) have access to the proposed retail network while 69.0% of non-low-income block groups (488 block groups) have access. There is neither a disparate impact or disproportionate burden found as a result of the proposed retail network as there are no adverse effects on minority or low-income populations of 10% or more.

Table 1.
Number of Block Groups and Minority/Low-Income Population in NCTD Service Area

Number of Block Groups	Minority Population	Low-Income Population	Percent Minority	Percent Low-Income
481	451,690	91,010	46.43%	28.24%

Table 2.
Number of Block Groups in NCTD Service Area by Minority/Non-Minority and Low-Income/
Non-Low-Income Designations with Access to Non-7-Eleven, 7-Eleven, Retail Locations
(Both 7-Eleven and Non-7-Eleven), Transit Station, and Proposed Retail Network

Designation for NCTD Service Area	Number of Block Groups with Designation	Number of Block Groups with Access to Non-7-Eleven Locations	Number of Block Groups with Access to 7-Eleven Locations	Number of Block Groups with Access Retail Locations (7-Eleven and Non-7-Eleven)	Number of Block Groups with Access to Transit Stations	Number of Block Groups with Access to Proposed Retail Network
Minority	232	176	169	202	36	203
Non-Minority	249	123	104	147	30	152
Low-Income	239	172	149	188	33	191
Non-Low-Income	242	127	124	161	33	164

Table 3.
Percent of Block Groups in NCTD Service Area by Minority/Non-Minority and Low-Income/
Non-Low-Income Designations with Access to Non-7-Eleven, 7-Eleven, Retail Locations
(Both 7-Eleven and Non-7-Eleven), Transit Station, and Proposed Retail Network

Designation for NCTD Service Area	Percentage of Block Groups with Access to Non-7-11 Locations	Percentage of Block Groups with Access to 7-11 Locations	Percentage of Block Groups with Access Retail Locations (7-Eleven and Non-7-Eleven)	Percentage of Block Groups with Access to Transit Stations	Percentage of Block Groups with Access to Proposed Retail Network
Minority	75.9%	72.8%	87.1%	15.5%	87.5%
Non-Minority	49.4%	41.8%	59.0%	12.0%	61.0%
Percent Difference	26.5%	31.1%	28.0%	3.5%	26.5%
Low-Income	72.0%	62.3%	78.7%	13.8%	79.9%
Non-Low-Income	52.5%	51.2%	66.5%	13.6%	67.8%
Percent Difference	19.5%	11.1%	12.1%	0.2%	12.1%

Table 4.
Number of Block Groups and Minority/Low-Income Population in MTS Service Area

Number of Block Groups	Minority Population (Entire Service Area)	Low-Income Population (Entire Service Area)	Percent Minority (Entire Service Area)	Percent Low-Income (Entire Service Area)
1,338	1,366,603	250,011	56.84%	30.45%

Table 5.
Percent of Block Groups in MTS Service Area by Minority/Non-Minority and Low-Income/
Non-Low-Income Designations with Access to Non-7-Eleven, 7-Eleven, Retail Locations
(Both 7-Eleven and Non-7-Eleven), Transit Station, and Proposed Retail Network

Designation for MTS Service Area	Number of Block Groups with Designation	Number of Block Groups with Access to Non-7-Eleven Locations	Number of Block Groups with Access to 7-Eleven Locations	Number of Block Groups with Access Retail Locations (7-Eleven and Non-7-Eleven)	Number of Block Groups with Access to Transit Stations	Number of Block Groups with Access to Proposed Retail Network
Minority	584	385	304	472	144	492
Non-Minority	754	400	423	529	131	544
Low-Income	689	457	417	566	185	588
Non-Low-Income	649	328	310	435	90	448

Table 6.
Percent of Block Groups in MTS Service Area by Minority/Non-Minority and Low-Income/
Non-Low-Income Designations with Access to Non-7-Eleven, 7-Eleven, Retail Locations
(Both 7-Eleven and Non-7-Eleven), Transit Station, and Proposed Retail Network

Designation for MTS Service Area	Percentage of Block Groups with Access to Non-7-11 Locations	Percentage of Block Groups with Access to 7-11 Locations	Percentage of Block Groups with Access Retail Locations (7-Eleven and Non-7-Eleven)	Percentage of Block Groups with Access to Transit Stations	Percentage of Block Groups with Access to Proposed Retail Network
Minority	65.9%	52.1%	80.8%	24.7%	84.2%
Non-Minority	53.1%	56.1%	70.2%	17.4%	72.1%
Percent Difference	12.9%	-4.0%	10.7%	7.3%	12.1%
Low-Income	66.3%	60.5%	82.1%	26.9%	85.3%
Non-Low-Income	50.5%	47.8%	67.0%	13.9%	69.0%
Percent Difference	15.8%	12.8%	15.1%	13.0%	16.3%



401 B Street, Suite 800
San Diego, CA 92101
Phone (619) 699-1900
Fax (619) 699-1905
sandag.org

Resolution No. 2021-19

Findings in Support of Notice of Exemption Under the California Environmental Quality Act Relating to Fare Modifications Incorporated Into an Amended Comprehensive Fare Ordinance

WHEREAS, the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) are discontinuing the current fare technology system named Compass and are implementing a next generation fare system named PRONTO and need to modify fares; and

WHEREAS, a Comprehensive Fare Ordinance amendment incorporating modifications is necessary to provide MTS and NCTD the ability to revise fares for purposes of implementing “best fares” or fare capping, PRONTO’s payment system that allows for riders to never pay more than the price of Day or Monthly passes; and

WHEREAS, other reductions and revisions to the fares will help induce ridership growth; and

WHEREAS, the SANDAG Transportation Committee wishes to render written findings in support of the determination that the amended Regional Comprehensive Fare Ordinance does not require an Environmental Impact Report before it approves such amendment; and

WHEREAS, if a project falls within a category exempt by administrative regulation under the California Environmental Quality Act (CEQA), no further agency evaluation of environmental impact is required; and

WHEREAS, establishment of fares and fare modifications are exempt from CEQA pursuant to an exemption for fees charged by a public agency for the purpose of meeting operating expenses pursuant to Public Resources Code, § 21080, subd. (b)(8); and California Code of Regulations Title 14, § 15273, subd. (a); and

WHEREAS, it has been made clear that any increased revenues obtained from the fare modification will be used for operations purposes rather than for capital improvements.

NOW THEREFORE, BE IT RESOLVED that SANDAG makes the following finding:

Both MTS and NCTD need to revise fares to both enable implementation of a new fare system and provide for new fares that will help induce ridership growth.

PASSED AND ADOPTED this 16th of April 2021.

Attest:

Chair

Secretary

Member Agencies: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

Advisory Members: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.

April 16, 2021

Mid-Coast Trolley Project Update

Overviews

The Mid-Coast Trolley Project extends the San Diego Metropolitan Transit System (MTS) UC San Diego Blue Line Trolley from Old Town to University City in San Diego. The project's construction is approaching 90% complete.

Key Considerations

Mid-Coast Trolley Project construction continues to progress successfully despite COVID constraints. The project is on schedule with revenue service anticipated to begin in late 2021. The Mid-Coast Trolley Project construction contractor has substantially completed concurrent corridor projects including two double-track projects along the Los Angeles-San Diego-San Luis Obispo Rail Corridor and a new Interstate 5 overcrossing at Gilman Drive. The contractor also is working on a new Rose Creek Bikeway facility and street improvements within the UC San Diego campus to provide improved access for the Blue Line Trolley extension. All concurrent efforts remain on schedule and within budget.

Highlights this quarter include: finishing construction activities and turning over Friars Road to the City of San Diego, beginning construction on the UTC Transit Center parking structure, opening the Nobel Drive Trolley Station parking structure to the public, advancing work at all nine stations, installing the overhead catenary infrastructure, installing elevators and stairway supports at all elevated stations, installing irrigation and landscape facilities throughout the alignment, advancing the street improvement and parking lot work in the area surrounding the UC San Diego Health La Jolla Trolley Station, completing the UC San Diego community signage on the Gilman Drive overcrossing, and installing metal railing on the trail segment of the Rose Creek Bikeway.

Next Steps

The project team will continue to monitor and support construction, work with MTS on vehicle and fare vending procurement, plan and coordinate the systems integration and pre-revenue operations integration process, and work on settling the remaining right-of-way acquisitions.

Jim Linthicum, Chief of Capital Programs and Regional Services

Key Staff Contact: Ramon Ruelas, (619) 699-6944, ramon.ruelas@sandag.org

Attachment: 1. Mid-Coast Trolley Project Fact Sheet

Action: **Information**

An overview of the Mid-Coast Trolley Project and other projects concurrently underway in the corridor will be presented.

Fiscal Impact:

The Mid-Coast Trolley Project is expected to be completed within its budget of \$2.17 billion.

Schedule/Scope Impact:

The Mid-Coast Trolley Project is on schedule complete major construction in mid-2021, with revenue service beginning in late-2021.

MID-COAST TROLLEY PROJECT

FACT SHEET



MID-COAST TROLLEY

TransNet

The Project

The Mid-Coast Trolley project will extend UC San Diego Blue Line Trolley service from the Santa Fe Depot in Downtown San Diego north to the University community, serving major activity centers such as Old Town, Mission Bay, the University of California, San Diego (UC San Diego), and University Towne Centre.

The route begins just north of the Old Town Transit Center and travels in existing railroad right-of-way, alongside Interstate 5, to serve UC San Diego and the University community. The extension will serve nine new stations: Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, VA Medical Center, Pepper Canyon (serving UC San Diego west campus), Voigt Drive (serving UC San Diego east campus), Executive Drive, and the terminus station at the UTC Transit Center.

The Need

Freeways and arterials in the Mid-Coast corridor are generally congested, and traffic congestion is projected to increase as the region grows. By 2030, population in the corridor is forecast to increase 19 percent and employment is expected to increase by 12 percent. The University community area has developed as a major employment and high-density residential area, similar to Downtown San Diego. The University community is San Diego's second downtown, and UC San Diego is a high transit use area with students and employment. In October 2017, SANDAG

opened a regional transit center at University Towne Centre, and the Mid-Coast Trolley project will directly connect to the transit center, increasing transit ridership.

The Mid-Coast Trolley project will provide an effective alternative to congested freeways and roadways for travelers, improve public transit services, and enhance travel options by connecting the corridor with areas served by the existing trolley system.

Project Costs

The current project budget is \$2.17 billion, which includes financing costs.

Project Status

In fall 2014, the SANDAG Board of Directors and the Federal Transit Administration (FTA) gave final environmental clearance to the project. In September 2016, through its New Starts Program, the Federal Transit Administration signed a Full Funding Grant Agreement (FFGA) with SANDAG to provide the nearly 50 percent federal match needed to fund the project and allow construction to start in fall 2016. In June 2017, SANDAG secured a loan from the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which reduces borrowing costs and increases flexibility that will save taxpayer dollars in building the largest transit project in the region's history.

Pre-construction activities—consisting of the relocation of underground utilities—began in early 2016, and primary construction activities

(Continued on reverse)



401 B Street, Suite 800
San Diego, CA 92101
(619) 699-1900
Fax (619) 699-1905
sandag.org



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started in fall 2016. Construction is now well underway along the entire 11-mile alignment. Service is scheduled to begin in late 2021.

Funding Status

The Mid-Coast Trolley project is fully funded. The project is one of the highest priorities for SANDAG in its *TransNet* Early Action Program. The FFGA is providing approximately 48 percent of the project funding, with *TransNet* providing the remaining local match. *TransNet* also will provide operating funds for the Trolley extension through the year 2048.

Summary

The Mid-Coast Trolley project will improve access to growing employment, education, and residential areas. A trolley extension is particularly well-suited to the corridor because:

- » It connects with the existing regional rail system at the Old Town Transit Center and at Santa Fe Depot in Downtown San Diego, providing a vast improvement to mobility within the region.
- » As an extension of the existing UC San Diego Blue Line Trolley, it will offer a one-seat (no transfer) ride from the international border and communities south of Downtown San Diego all the way north to the University community.
- » It will connect residents of the corridor with major activity centers such as Downtown San Diego, Old Town, the VA Medical Center, UC San Diego, University Towne Centre, and two major hospitals.

For More Information

- » Visit: KeepSanDiegoMoving.com/MidCoast
- » Call: (877) 379-0110
- » Facebook: MidCoastTrolley
- » Twitter: @MidCoastTrolley

