



BOARD OF DIRECTORS

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AGENDA

PLANNING COMMITTEE MEETING

Chairman Jerome Stocks, Bob Campbell, Julianne Nygaard, Dave Roberts
Staff Committee Liaison: Tom Lichterman

Thursday, September 4, 2008 – 3:00 PM
311 South Tremont, Oceanside, California

1. Open Meeting
2. Changes to the Agenda
3. SANDAG Smart Parking Research Study
4. SANDAG Coordinated Plan Update
5. Options for Directly Charging Customers for Use of Rail 2 Rail Program
6. Charger Express Bus Service Issues
7. Service Implementation Plan Workshop
8. Other Matters
9. Public Comment
10. Next Meeting: Thursday, **October 2, 2008**, 3:00 p.m., 311 South Tremont, Oceanside, CA
11. Adjournment

For individuals with disabilities, we will provide assistive services. To obtain such services or copies of documents in an alternate format, please call or write, a minimum of 72 hours prior to the event, to request these needed reasonable modifications. We will make every attempt to accommodate requests that do not give 72 hour notice. Please contact our Clerk of the Board at (760) 967-2808.

Persons with hearing impairment please use the California Relay Service (CRS): 800-735-2929 using TTY; 800-735-2922 using voice; 800-735-0373 for CRS Customer Service; 800-855-3000 for Spanish.

Any writings or documents provided to a majority of the members of the NCTD Board of Directors regarding any item on this agenda will be made available for public inspection in the department of the Clerk of the Board located at 810 Mission Avenue, Oceanside, CA 92054, during normal business hours.



STAFF REPORT TO THE PLANNING COMMITTEE

Agenda Item # 3

TITLE: SANDAG SMART PARKING RESEARCH STUDY

Time Sensitive Consent

STAFF RECOMMENDATION:

That the NCTD Board of Directors approve the proposed management strategies to be further examined through pilot implementations under the next phase of the Smart Parking Research Study.

BACKGROUND INFORMATION:

NCTD, SANDAG, Caltrans and the Federal Highways Administration are collaborating to conduct a Smart Parking Research Study at six COASTER station parking lots. The intent of the federal and state funded study is to: evaluate how cost effective technologies can be used to improve parking management; provide customers availability information; evaluate pricing strategies; develop parking management business models.

The study was initiated in 2007 and various status reports have been presented to the Committee and NCTD Board. Based on Board direction provided in mid-2007, and at the direction of the Planning Committee from the July 3, 2008 meeting, the research team has developed recommendations for the pilot implementation of select parking management strategies. These strategies were developed with the Board and Committee's direction to: focus on solutions which increase the availability of parking for COASTER riders and are inclusive of new signage; restricted, reserved and premium parking; fee based solutions.

The research team will provide a verbal report highlighting the proposed pilot implementations and timeline for the Committee's review and recommendation to the Board. The proposed management strategies will be implemented through a staged approach initially limited to three COASTER stations - Carlsbad Village, Poinsettia, and Encinitas. The second stage of the pilot project would incorporate the Oceanside, Solana Beach and Sorrento Valley stations into the study.

Throughout the pilot project, the research study will focus on the evaluation, assessment, and monitoring of smart parking technologies and documenting the effectiveness and, sustainability of the selected strategies.

The proposed parking management strategies, as highlighted below, are primarily designed to increase parking availability for COASTER riders and encourage COASTER carpools and vanpools, while also providing enhanced parking services to COASTER customers. All of the

strategies require enforcement activities and program management. The parking management strategies include:

Restricted Parking Non-COASTER users

- Discourage parking at COASTER stations for other uses through increased signage
- Requires proof of COASTER fare payment in vehicle or through drop box
- Enforcement will consist of warning notices during the initial three months and re-evaluated for sterner actions

Restricted Parking incorporating fees for Non-COASTER users

- Provide parking option for non-COASTER riders through fee payment
- Non-COASTER users require proof of parking payment
 - Permit process through telephone or website
 - Stationary/manual pay stations for cash and/or credit card
- Requires proof of COASTER fare payment in vehicle or through drop box

Overnight Parking

- Provide fee based overnight parking option for all users
- All users require proof of parking payment
 - Permit process through telephone, website or central NCTD location
 - Stationary/manual pay stations for cash and/or credit card
- Discounted rate requires proof of COASTER fare payment

Enhanced Services

- Reserved spaces for Transit Carpools/Vanpools
 - Requires proof of multiple COASTER fare payments in vehicle
- Preferred/Reserved parking for COASTER riders
 - Reservation/Permit process through telephone or website
 - Stationary/manual pay stations for cash and/or credit card

Performance monitoring and reporting will be an on-going effort throughout the completion of the Research study. The findings will serve as the basis for examining the effectiveness, customer acceptance and sustainability of smart parking management solutions. Should the pilot project prove successful, the results would form the basis for a business model which NCTD could use to receive solicitations for long-term management opportunities.

ATTACHMENT: None

FISCAL IMPACT: None at this time

COMMITTEE

REVIEW:

9/04/08

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Director of Operations

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**STAFF REPORT TO THE
PLANNING COMMITTEE**

**Agenda Item #
4**

TITLE: SANDAG COORDINATED PLAN UPDATE

Time Sensitive Consent

**STAFF
RECOMMENDATION:**

That the NCTD Board of Directors receive the Coordinated Plan Update presentation and provide necessary input.

**BACKGROUND
INFORMATION:**

SANDAG has released the 2008-2012 Draft Coordinated Plan for review and comment. The Coordinated Plan provides a five-year blueprint for how the transit and social service transportation concepts described in the Regional Transportation Plan are to be implemented in the region. The Plan was prepared in collaboration with Metropolitan Transit System, North County Transit District, and the Coordinated Transportation Services Agency for San Diego County, along with input from social service agencies, citizens, stakeholders, and other transportation service providers.

One of the major new components of the Plan is the inclusion of priorities for funding transportation services for seniors, persons with disabilities and persons with limited incomes. This Plan allows SANDAG to continue to distribute funding under several programs aimed at improving transportation options for those population groups.

A public hearing on the 2008-2012 Coordinated Plan is scheduled for September 19, 2008 at 9:00 am in the SANDAG Board Room.

ATTACHMENT: None

FISCAL IMPACT: None

**COMMITTEE
REVIEW:**
9/4/08

STAFF CONTACT: Tom Lichterman
Director of Operations

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STAFF REPORT TO THE
PLANNING COMMITTEE

Agenda Item #
5

TITLE: OPTIONS FOR DIRECTLY CHARGING CUSTOMERS FOR USE OF RAIL 2 RAIL PROGRAM

Time Sensitive Consent

STAFF RECOMMENDATION: That the Board provide direction to staff regarding options for directly charging customers who use the Rail 2 Rail Program.

BACKGROUND INFORMATION: As part of the budgetary actions which NCTD took to balance the FY 09 Operating Budget, the Board authorized elimination of the subsidies for the Rail 2 Rail Program. Under this program, COASTER Monthly Pass holders were able to ride Amtrak Pacific Surfliner trains within the limits of their COASTER passes without paying any additional fee. However, NCTD had to reimburse Amtrak \$1.50 per COASTER pass rider using Amtrak. In FY 08, these fees totaled \$125,000. For FY 09, this subsidy was eliminated and the program ceased on July 1, 2008.

During the budget discussions, the Board asked staff to investigate options for directly charging customers who use the program, so that the program could be reinstated without requiring a subsidy by NCTD. Past Rail 2 Rail Agreements included language stating that the parties (Amtrak and NCTD) would consider changes to the program when ticket vending machine technology was able to directly charge customers for the program.

The COASTER ticket vending machines now have the capability to be re-programmed to provide this option. SANDAG has given NCTD a rough estimate of about \$21,000 to re-program the machines to provide for a separate Rail 2 Rail Pass. This would appear as a separate option on the TVM screen, which would charge a premium for passes which include this riding privilege. Staff has contacted Amtrak and is awaiting confirmation that they are agreeable to this change in the program.

The key question would be how to price the pass. Staff estimates that the average former user of Rail 2 Rail may have used the program for about 20 one-way rides per month, under the theory that NCTD's COASTER schedule typically dominates peak hour schedules, but that for certain riders, the Amtrak schedule worked better in one direction for their commutes. Using that theory, the premium for Rail 2 Rail would have to be priced at least \$30 per month (20 trips x \$1.50) over the cost of the regular COASTER pass. Actual payments to Amtrak would be based on actual usage counts by Amtrak conductors. In addition, the Board would need to consider how to recoup the programming cost for the TVM's. If programming costs are to be recovered through the premium pass price, an additional charge of \$10-\$15 is required, depending on the actual number of premium pass buyers. This would bring the total cost of the premium monthly pass to at least \$40-\$45 per month over the cost of the regular COASTER pass.

ATTACHMENT: None.

FISCAL IMPACT: Fiscal Impact would depend on what action, if any, the Board chooses to take on this item. In concept, if the proper premium cost for the use of Rail 2 Rail is charged to customers who use the service, this item should be cost neutral to NCTD.

**COMMITTEE
REVIEW:**
9/4/08

STAFF CONTACT: **Tom Lichterman**
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**STAFF REPORT TO THE
PLANNING COMMITTEE**

**Agenda Item #
7**

TITLE: CHARGER EXPRESS BUS SERVICE ISSUES

Time Sensitive Consent

**STAFF
RECOMMENDATION:**

That the Board receive this update on Charger Express Bus Services in the San Diego Region.

**BACKGROUND
INFORMATION:**

At the July 2008 meeting, the Board voted to eliminate Charger Express Bus Service and substitute COASTER service to accommodate Charger fans in North County. This action was based on the need to comply with a recently-promulgated Federal regulation which now deems our past Charger Express Bus service as a "Charter". This new regulation prohibits federally-funded public transit operators from operating "charters", except under very limited circumstances.

As explained in July 2008, staff followed the regulatory guidelines regarding a possible exemption. This involved providing formal notification to all charter operator companies in the region of NCTD's intent to operate the Charger service to see if there was private charter interest. If there was, NCTD was prohibited by law from operating the service. If no charter company had indicated a desire to operate the service, NCTD was free to do so. We provided this formal notification to the charter industry on June 16, 2008 and allowed a fourteen (14) day period for response. We received two responses expressing interest, and thus determined that we could not legally operate the service.

A number of passengers have subsequently contacted Customer Service to express concerns over this service elimination, especially in light of the announcement that MTS is still being allowed to operate their service. MTS is in a different situation because they, unlike NCTD, operate Premium Express Bus service in the freeway corridors, and charge a premium fare, so they were able to make a case to the FTA that they had "comparable regularly scheduled service" and thus should be able to operate the Charger Express. After much discussion and appeal, and a subsequent notification by MTS to all the Charter companies in MTS service area, which ultimately resulted in no expression of intent, MTS was able to operate the service for this season only.

NCTD is operating special COASTER trains in the coastal corridor to accommodate fans. It should be noted that in the inland corridor, MTS' northern-most pickup point is at Mira Mesa Park & Ride (I-15 & Mira Mesa Blvd.), which offers an alternative for fans willing to drive to Mira Mesa.

ATTACHMENT: None.

FISCAL IMPACT: N/A

COMMITTEE

REVIEW:

9/4/08

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STAFF REPORT TO THE
PLANNING COMMITTEE

Agenda Item #
7

TITLE: SERVICE IMPLEMENTATION PLAN WORKSHOP

Time Sensitive Consent

STAFF RECOMMENDATION: That the Board provide direction to staff regarding options for addressing BREEZE service gaps in areas where service was previously approved for elimination starting in January 2009.

BACKGROUND INFORMATION: As part of the budgetary actions which NCTD took to balance the FY 09 Operating Budget, the Board authorized the elimination of eight weekday BREEZE bus routes (Routes 311/312, 324, 338/339, 341/442, 348, 349A/B, 365, 397) starting in January 2009. These weekday bus route reductions are in addition to the routes eliminated in August 2008, which include all FAST services, BREEZE Routes 403, 415, 447, the Encinitas COASTER Connection, and the numerous reductions in weekend service.

During the budget discussions, the Board asked staff to investigate options for restoring selected services or making modifications to some routes in an attempt to cover some of the areas where services were being eliminated, if the fiscal impact was marginal. It was also hoped that the State would have an approved budget by this time and NCTD would have some added clarity with regards to its FY 09 Budget.

At the Committee meeting, staff will review the service areas most affected by the approved service reductions and provide various options for meeting some additional passenger travel needs given the current state of NCTD's budget.

ATTACHMENT: None

FISCAL IMPACT: Fiscal impact would depend on what action, if any, the Board chooses to take on this item.

COMMITTEE REVIEW:
9/4/08

STAFF CONTACT: Tom Lichterman
Director of Operations

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September 4, 2008

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

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

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

Meeting Date and Time: September 4, 2008; 3:00 p.m.
Posted At: 810 Mission Avenue, Oceanside, CA and
311 So. Tremont, Oceanside, CA
Date & Time of Posting: August 29, 2008; 5:00 p.m.
Posted By: Clerk of the Board