MID-COAST CORRIDOR
TRANSIT PROJECT

Project & Process Overview

MID-COAST CORRIDOR TRANSIT PROJECT STUDY AREA

MID-COAST CORRIDOR
TRANSIT PROJECT

Mid-Coast Corridor Transit Project

March 2010

- Study Area
- Trolley - Green Line
- Trolley - Blue Line
- COASTER Line
- Trolley Station
- COASTER Station
- Transit Center

0 Miles 1 2

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PROJECT PURPOSE & NEED

MID-COAST CORRIDOR
TRANSIT PROJECT

- Expand transportation capacity
- Provide alternatives to congested highways and roadways
- Complement and integrate with existing transit system
- Minimize dependence on auto travel
- Increase reliability and reduce transit travel times
- Serve UCSD and University City effectively
- Support regional policies in the Regional Transportation Plan: Livability, Sustainability, Equity

PROJECT DEVELOPMENT PROCESS

MID-COAST CORRIDOR
TRANSIT PROJECT

SERVICE BEGINS

2015–2016

Start of Construction
Fall 2013

SANDAG/FTA Approval of Final SEIS/SEIR
Summer 2012

Board Approval of Alternatives For Draft SEIS/SEIR
Summer 2010

Scoping for Mid-Coast Corridor Subsequent EIR
Spring 2010

Draft Comparative Evaluation of Alternatives
Spring 2010

Prior Environmental Approvals
1995 and 2001

YOU ARE HERE

Mid-Coast Corridor Draft SEIS/SEIR
Summer 2011

Final Engineering
Summer 2013

MID-COAST CORRIDOR
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Draft Comparative Evaluation of Alternatives

ALTERNATIVES EVALUATED

MID-COAST CORRIDOR
TRANSIT PROJECT

- **Transportation Systems Management (TSM)**
  Regional Transportation Plan "Revenue Constrained" scenario with limited capital investment to improve existing transit system

- **Light Rail Transit –**
  7 alternatives considered
  Electrically powered trolley service that operates on exclusive tracks

- **Bus Rapid Transit –**
  4 alternatives considered
  Branded bus service that operates primarily in semi-exclusive lanes or fixed guideways

- **Commuter Rail –**
  1 alternative considered
  Diesel powered rail service that operates on tracks shared with intercity and freight trains

SUMMARY OF EVALUATION OF ALTERNATIVES

MID-COAST CORRIDOR TRANSIT PROJECT

Project Need	TSM	LRT 1	LRT 2	LRT 3	LRT 4	LRT 5	LRT 6	LRT 7	BRT 1	BRT 2	BRT 3	BRT 4	CRT
Effectiveness in Goal Achievement													
• Increase the overall capacity of the transportation system serving the study area	●	○	○	○	○	○	○	○	●	●	●	●	◒
• Reduce auto-person trips and VMT and VHT	●	○	○	○	○	○	○	○	◒	◒	◒	◒	◒
• Link study area transit services with existing transit facilities and services to improve regional connectivity and mobility	●	○	○	○	○	○	○	○	●	●	●	●	●
• Increase transit ridership and mode share	●	○	○	○	○	○	○	○	●	●	●	●	●
• Increase transit on-time performance	●	○	○	○	○	○	○	○	◒	◒	●	●	○
• Reduce the disparity between highway and transit speeds and travel times	◒	○	○	○	○	○	○	◒	○	◒	●	◒	●
• Provide fast and efficient transit service to the University City area	◒	○	○	○	○	○	○	○	○	○	◒	○	○
• Provide direct transit connections to the UCSD West Campus	◒	○	○	○	○	○	○	◒	○	◒	●	◒	●
• Provide high capacity and quality transit service to those parts of the study area with existing or planned density and other transit friendly characteristics	○	○	○	○	○	○	○	○	○	○	○	○	●
• Help shape local land use planning to help foster TOD near stations	○	○	○	○	○	○	○	○	○	○	○	○	●
• Maintain consistency with regional and local plans	●	○	○	○	○	○	○	○	●	●	●	●	●
• Reduce GHG emissions	◒	○	○	○	○	○	○	○	◒	◒	◒	◒	◒
• Limit impacts to sensitive habitats	○	◒	◒	◒	◒	◒	◒	◒	◒	◒	○	○	◒
• Improve access for low-income, minority, elderly, and disabled persons	○	○	○	○	○	○	○	○	○	○	○	○	●
• Avoid adverse impacts to low-income, minority, elderly, and disabled persons	○	○	○	○	○	○	○	○	○	○	○	○	○
Other Considerations													
• Potential environmental impacts	○	◒	◒	◒	◒	◒	◒	◒	◒	◒	◒	◒	◒
• Potential local traffic impacts	○	○	◒	○	○	○	◒	◒	○	◒	●	●	○
Cost Effectiveness													
• FTA Cost-Effectiveness	○	○	○	○	○	○	○	○	●	●	●	●	●
Financial Feasibility													
• Additional funding required above the *Regional Transportation Improvement Program* (RTIP)	○	○	○	○	○	○	○	○	●	○	○	○	○
• Likelihood of securing FTA New Starts funding	●	○	○	○	○	○	○	○	●	●	●	●	●

○ More effective ◒ ● Less effective

2030 DAILY NEW BOARDINGS

MID-COAST CORRIDOR
TRANSIT PROJECT

Alternative	All Transit System Boardings
Transportation Systems Management	6,000
Light Rail Transit	18,000 – 20,000
Bus Rapid Transit	2,000 – 7,000
Commuter Rail	8,000

FTA COST EFFECTIVENESS INDICATOR

MID-COAST CORRIDOR
TRANSIT PROJECT

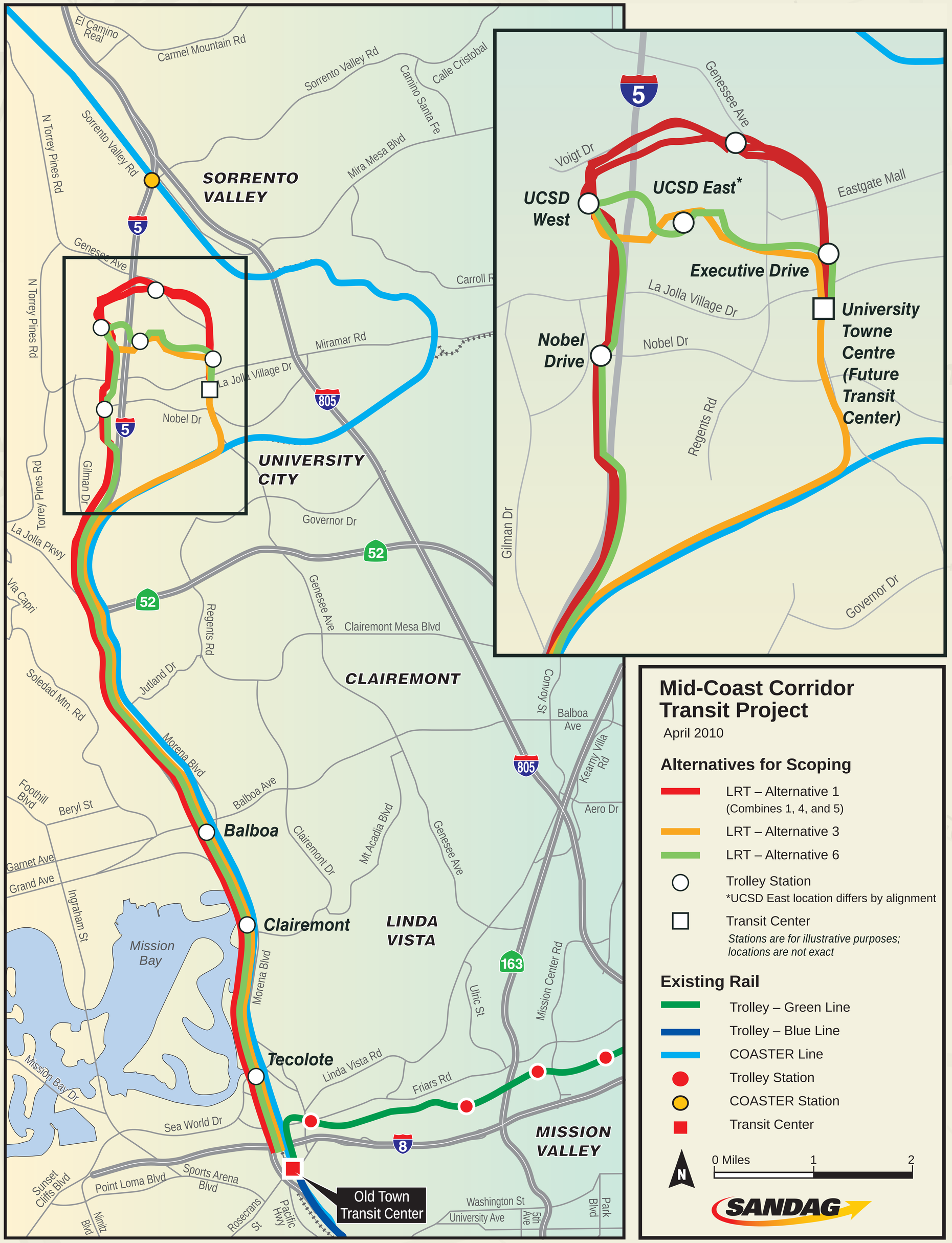
ALTERNATIVE	TOTAL CAPITAL COST (1,000s)	ANNUAL USER BENEFITS (Hours)	COST EFFECTIVENESS (Cost Per Benefit Hr)
TSM	$62,066	725,291	$16.49
LRT 1	$1,188,290	3,570,752	$24.84
LRT 2	$1,227,343	3,503,232	$26.22
LRT 3	$1,247,592	3,412,197	$26.59
LRT 4	$1,220,133	3,622,859	$24.91
LRT 5	$1,175,235	3,640,155	$23.87
LRT 6	$1,165,966	3,556,357	$24.21
LRT 7	$1,061,775	3,214,240	$24.11
BRT 1	$2,111,496	876,992	$184.51
BRT 2	$1,128,883	370,629	$251.24
BRT 3	$745,030	187,627	$371.81
BRT 4	$1,045,013	434,149	$208.09
Commuter Rail	$1,170,591	619,680	$135.17

MID-COAST CORRIDOR
TRANSIT PROJECT

Alternatives For Scoping

ALTERNATIVES FOR SCOPING

MID-COAST CORRIDOR
TRANSIT PROJECT



Mid-Coast Corridor Transit Project

April 2010

Alternatives for Scoping

- LRT – Alternative 1 (Combines 1, 4, and 5)
- LRT – Alternative 3
- LRT – Alternative 6
- Trolley Station
  *UCSD East location differs by alignment
- Transit Center
  Stations are for illustrative purposes; locations are not exact

Existing Rail

- Trolley – Green Line
- Trolley – Blue Line
- COASTER Line
- Trolley Station
- COASTER Station
- Transit Center

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Public Involvement

GOALS OF THE PUBLIC INVOLVEMENT PLAN

MID-COAST CORRIDOR
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- Build awareness about the project and its importance to regional mobility
- Provide up-to-date project information
- Offer opportunities for public input to the decision-making process
- Meet public involvement requirements of CEQA, NEPA, FTA, and SANDAG
- Involve a broad range of stakeholders
- Address social equity and environmental justice issues

OPPORTUNITIES FOR PUBLIC INVOLVEMENT

MID-COAST CORRIDOR
TRANSIT PROJECT

- Visit www.sandag.org/midcoast or call (619) 595-5620
- Subscribe to the E-mail Newsletter
- Participate in Scoping Meetings
- Attend SANDAG public meetings
- Provide written comments
- Request a presentation


MID-COAST CORRIDOR
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Welcome to the first edition of the Mid-Coast Corridor Transit Project eNewsletter. This newsletter will provide you with up-to-date information about this important expansion of San Diego's regional transit system.

SANDAG convenes Mid-Coast Corridor Transit Project Working Group
In July 2009, the SANDAG Board of Directors appointed the Mid-Coast Corridor Transit Project Working Group to provide input to SANDAG throughout the environmental review process for the project. Composed of a diverse range of stakeholders throughout the Mid-Coast Corridor, Project Working Group members also will help circulate project information by reporting back to the groups they represent. Chaired by County of San Diego Supervisor Ron Roberts, the group held its first meeting on September 9, 2009. The group received information about their role in the process, as well as background information on the project, its history and current status. **The next meeting is scheduled for Wednesday, October 7 from 3:30-5:00 p.m. at SANDAG.** All meetings are open to the public. To view the meeting agenda and access a Webcast of the meeting, please visit the Project Working Group site.

Comments sought on Mid-Coast Public Involvement Plan
The Mid-Coast Corridor Transit Project public involvement program to engage the public in the development process for the Mid-Coast Corridor Transit Project. In May 2009, the SANDAG Board of Directors accepted the draft Mid-Coast Corridor Transit Project Public Involvement Plan for public review and comment. This plan details how SANDAG will provide opportunities for public participation in the process. To view or download the draft Public Involvement Plan, visit www.sandag.org/midcoast

Mid-Coast project featured on KeepSanDiegoMoving.com Web site
The Mid-Coast Corridor Transit Project is one of the featured projects on the KeepSanDiegoMoving.com Web site, home to information about TransNet Early Action Projects. TransNet, the local half cent sales tax dedicated to regional transportation improvements, was renewed by voters in 2004. At KeepSanDiegoMoving.com, you will find the latest project updates, the TransNet dashboard with schedule and budget status, and information about how you can get involved. You also may submit comments and questions about the project and link to the SANDAG Web site for easy access to project reports, meeting agendas, and Webcasts.

What is the Mid-Coast Corridor Transit Project?
The Mid-Coast Corridor Transit Project will extend transit service from the Old Town Transit Center to the University City community, serving major destinations including Westfield UTC, UCSD, and downtown San Diego.

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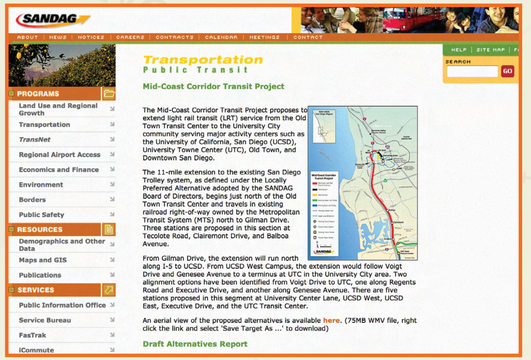
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- iCommute

Transportation
Public Transit

Mid-Coast Corridor Transit Project

The Mid-Coast Corridor Transit Project proposes to extend light rail transit (LRT) service from the Old Town Transit Center to the University City community serving major activity centers such as the University of California, San Diego (UCSD), University Towne Center (UTC), Old Town, and Downtown San Diego.

The 11-mile extension to the existing San Diego Trolley system, as defined under the Locally Preferred Alternative adopted by the SANDAG Board of Directors, begins just north of the Old Town Transit Center and travels in existing railroad right-of-way owned by the Metropolitan Transit System (MTS) north to Gilman Drive. Three stations are proposed in this section at Tecolote Road, Clairemont Drive, and Balboa Avenue.

From Gilman Drive, the extension will run north along I-5 to UCSD. From UCSD West Campus, the extension would follow Voigt Drive and Genesee Avenue to a terminus at UTC in the University City area. Two alignment options have been identified from Voigt Drive to UTC, one along Regents Road and Executive Drive, and another along Genesee Avenue. There are five stations proposed in this segment at University Center Lane, UCSD West, UCSD East, Executive Drive, and the UTC Transit Center.

An aerial view of the proposed alternatives is available here. (75MB WMV file, right click the link and select 'Save Target As ...' to download)

Draft Alternatives Report