MEETING NOTICE
AND AGENDA

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)
The CTAC may take action on any item appearing on this agenda.

Thursday, November 3, 2005
9:30 to 11:30 a.m.
SANDAG, Conference Room 8A
401 B Street, Suite 800
San Diego, CA 92101-4231

Chair: Fred Luedtke, City of Escondido
Vice Chair: Alex Al-Agha, City of Chula Vista

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ITEM #  RECOMMENDATION

1. INTRODUCTIONS

+2. MEETING SUMMARY (Fred Luedtke) APPROVE

The meeting summary for the October 6, 2005 meeting is attached. CTAC is asked to review and approve the meeting summary.

3. PUBLIC COMMENTS

4. SANDAG TRANSPORTATION MODEL REFINEMENTS (Bill McFarlane) INFORMATION

Transportation modeling procedures are being finalized for use in the 2007 Regional Transportation Plan. SANDAG staff will present some of the major software upgrades that are underway.

5. PLAN OF FINANCE (Craig Scott) INFORMATION

SANDAG staff will present the draft TransNet Plan of Finance for the Early Action Program. The draft plan will be presented to the Transportation Committee on Friday, November 4, 2005. Copies of the draft plan were not available as of the finalization of this agenda package. The draft plan will be posted on the SANDAG Web site www.sandag.org when available. Copies will also be made available at the CTAC meeting.

+6. TRANSNET ORDINANCE: LOCAL STREETS AND ROADS PROGRAM (Craig Scott) DISCUSSION

The TransNet Ordinance approved by San Diego County voters in 2004 contains a number of new local street and road requirements and accountability provisions. There are new requirements related to fund usage, maintenance of effort, developer exactions, and others. Attached is an excerpt from the Ordinance. Staff wishes to begin discussions with CTAC on the implementation of these new requirements and accountability provisions.

7. ANNOUNCEMENTS INFORMATION

CTAC members are encouraged to share items of interest.

8. UPCOMING MEETING INFORMATION

The next CTAC meeting is scheduled for Thursday, December 1, 2005 from 9:30 to 11:30 a.m.

+ next to an agenda item indicates an attachment.
OCTOBER 6, 2005 MEETING SUMMARY

Results of the meeting are summarized as follows.

Approval of Meeting Summary
The meeting summary for the September 1, 2005 meeting was approved as presented.

Public Comments
There were no comments from the public.

New RTIP and TransNet Database System
Sookyung Kim (SANDAG) announced that training would be given on October 19-20, 2005, on the new on-line database system at SANDAG.

Regional Transportation Plan Update
Elisa Arias (SANDAG) provided the status of the Regional Transportation Plan update. A technical update would be completed in 2006. The technical update will revise the project cost estimates and revenue forecast. A more comprehensive update would be completed in 2007 where the goals, policies, and performance measures will be reestablished.

MAGLEV Study
Ellen Roundtree (SANDAG) presented an overview of the MAGLEV study. Funding for the study was made possible by a SAFETEA-LU earmark provided by Congressman Filner. The study will look at the feasibility of MAGLEV between San Diego and Imperial Valley that could support a possible new airport. A draft scope of work prepared by HNTB will be presented to the Transportation Committee on October 21, 2005. Rick Odiorne (El Cajon) asked if MAGLEV was feasible. Ms. Roundtree stated that the study will better answer this question. Congressman Filner’s office thinks it is. Bob Johnson (Carlsbad) asked if a tunnel would be required due to the grades. Ms. Roundtree stated that she did not think a tunnel would be required. Gary Vettese (Caltrans) asked if funding would be left over to study a north-south MAGLEV corridor. Ms. Roundtree stated that could be determined once the scope of work had been finalized.
**Buses On Shoulders**

Dave Schumacher (SANDAG) presented an overview of the buses on shoulders concept. Buses would use the right-hand freeway shoulder to bypass congestion and provide a time savings and incentive to transit users. This concept is currently in operation on over 200 centerline miles of highway in the Minneapolis metropolitan area. There will be a one-year demonstration of this concept in the San Diego region starting in October/November 2005. Richard Leja (City of San Diego) asked if there would be additional pavement wear on the shoulders. Mr. Schumacher stated that this would be analyzed. Zoubir Ouadah (Poway) asked if other states were implementing this concept. Mr. Schumacher stated that most states' highway code presents an obstacle to implementation. Mr. Ouadah stated that buses on shoulders would affect freeway capacity. Mr. Schumacher stated that analysis of the Minneapolis concept shows this is not the case. Alex Al-Agha (Vice Chair) asked if the concept would be implemented on other freeways. Mr. Schumacher stated that it would. Mr. Al-Agha asked if freeway congestion had been reduced in Minneapolis. Mr. Schumacher stated that was still being analyzed, but that bus ridership had increased. Bob Johnson (Carlsbad) asked if using the left-hand shoulder for the buses had been considered. Mr. Schumacher stated that it had but that the left-hand shoulder presented operational difficulties. Mr. Johnson (Carlsbad) asked if I-5 was a candidate for buses on shoulders. Mr. Schumacher stated that it was. Richard Chavez (SANDAG) stated that the buses on shoulders concept was a temporary measure until the new managed lanes were constructed. At that time, the buses would shift from using the shoulders to using the managed-lanes facility.

**Transportation Project Cost Analysis**

Richard Chavez (SANDAG) presented an overview of the study URS did for SANDAG identifying trends affecting the cost of transportation projects. Historically, the cost escalation rate has been at 2.6 percent, that rate has nearly tripled to 7.25 percent between 2002 and 2005. Richard Leja (City of San Diego) asked if the number of contractors bidding on jobs was a factor. Mr. Chavez stated that it was, Caltrans used to get six to seven contractors bidding on jobs on average, that number has dropped to two to three on average. When work is plentiful, contractors can be selective. David Hauser (Carlsbad) asked if environmental regulations were a factor. Mr. Chavez stated that environmental regulations do affect the price of projects; changes to storm water regulations have caused the most recent impact. Mr. Hauser stated that endangered species issues also cause an impact.

**Announcements**

Richard Leja (City of San Diego) distributed a flyer for a workshop on SAFETEA-LU sponsored by APWA. Richard Chavez (SANDAG) distributed the revised traffic flow maps showing 2003 traffic volumes and the 2030 forecasted volumes on the regional transportation network. Gary Vettese (Caltrans) distributed: a memo dated September 19, 2005 outlining procedural changes to managing federal obligations of funds; a memo dated October 6, 2005 summarizing agency DBE program status for FY 2006; and a listing of upcoming federal aid project development courses.

**Upcoming Meeting**

Richard Chavez (SANDAG) stated that the meeting agenda incorrectly stated the meeting time for the October 6, 2005 meeting.
November 3, 2005

AGENDA ITEM NO.: 6

Action Requested: APPROVE

TRANSNET ORDINANCE: LOCAL STREETS AND ROADS PROGRAM

File Number 3000700

SECTION 2

EXPENDITURE PLAN SUMMARY:

C.1 Local Street and Road Program: An estimated $3,950 million will be allocated on a fair and equitable basis, using the formula specified in Section 4(D)(1), to each city and the County of San Diego (hereinafter referred to as local agencies) to supplement other revenues available for local street and road improvements. In developing the biennial list of projects to be funded with these revenues as required under Section 5(A), local agencies shall give high priority in the use of these funds to improvements to regional arterials, grade separation projects, and related facilities contributing to congestion relief. At least 70 percent of the revenues provided for local street and road purposes should be used to fund direct expenditures for construction of new or expanded facilities, major rehabilitation and reconstruction of roadways, traffic signal coordination, and related traffic operations improvements, transportation-related community infrastructure improvements to support smart growth development, capital improvements needed to facilitate transit services and facilities, and operating support for local shuttle and circulator routes and other services. No more than 30 percent of these funds should be used for local street and road maintenance purposes. A local agency desiring to spend more than 30 percent of its annual revenues on local street and road maintenance-related projects shall provide justification to the Commission as part of its biennial project list submittal. The Commission shall review each local agency’s biennial project list submittal and make a finding of consistency with the provisions of this Ordinance and with the Regional Transportation Plan prior to approving the local agency’s project list for funding. The Independent Taxpayer Oversight Committee shall also review the proposed project lists and make recommendations to the Commission.

SECTION 4

EXPENDITURE PLAN PURPOSES:

E.3 All new projects or major reconstruction projects, funded by revenues provided under this Ordinance, shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the costs of including bikeways and walkways would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines.
SECTION 5
EXPENDITURE PLAN PROCEDURES:
A. Each local agency shall biennially develop a five-year list of projects to be funded with revenues made available for local street and road improvements under Section 4(D). A local public hearing on the proposed list of projects shall be held by each local agency prior to submitting its project list to the Commission for approval pursuant to Section 6.

B. All projects to be funded with revenues made available under Section 4 must be consistent with the Regional Transportation Plan (RTP). Project priorities or phasing shall also be consistent with the RTP. The Expenditure Plan shall be reviewed for consistency with the RTP following each major update of the RTP as required by state or federal law. The Expenditure Plan shall be amended as necessary to maintain consistency with the RTP. If funds become available in excess of the amount allocated in the Expenditure Plan, additional projects shall be added to the Expenditure Plan consistent with the priorities in the RTP. Any amendments to the Expenditure Plan shall be made in accordance with the procedures for amending this ordinance as provided for in Section 16.

SECTION 8
MAINTENANCE OF EFFORT:
It is the intent of the Legislature, as stated in the Act, and the Commission that revenues provided from this measure be used to augment, not supplant, existing local revenues being used for the purposes set forth in Section 4 herein. Each local agency receiving revenues pursuant to Section 4(D) shall annually maintain as a minimum the same level of local discretionary funds expended for street and road purposes on average over the last three fiscal years completed prior to the operative date of this Ordinance (Fiscal Years 2000-01, 2001-02, 2002-03), as was reported in the State Controller’s Annual Report of Financial Transactions for Streets and Roads and as verified by an independent auditor. The maintenance of effort level as determined through this process shall be subject to adjustment every three years based on the Construction Cost Index developed by Caltrans. Any increase in the maintenance of effort level based on this adjustment shall not exceed the growth rate in the local jurisdiction’s General Fund revenues over the same time period. The Commission shall not allocate any revenues pursuant to Section 4(D) to any eligible local agency in any fiscal year until that local agency has certified to the Commission that it will include in its budget for that fiscal year, an amount of local discretionary funding for streets and roads purposes at least equal to the minimum maintenance of effort requirement. An annual independent audit shall be conducted to verify that the maintenance of effort requirement for each agency was met. Any local agency which does not meet its maintenance of effort requirement in any given year shall have its funding under Section 4(D)(1) reduced in the following year by the amount by which the agency did not meet its required maintenance of effort level. In the event that special circumstances prevent a local agency from meeting its maintenance of effort requirement, the local agency may request up to three additional fiscal years to fulfill its requirement. Such a request must be approved by the Commission. The Independent Taxpayer Oversight Committee shall also review such requests and make recommendations to the Commission. Any local street and road revenues not allocated pursuant to the maintenance of effort requirement shall be redistributed to the remaining eligible agencies according to the formula described in Section 4(D)(1). The maintenance of effort requirement also shall apply to any local agency discretionary funds being used for the other purposes specified under Section 4. In addition, revenues provided from this Ordinance shall...
not be used to replace other private developer funding that has been or will be committed for any project.

SECTION 9

REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (RTCIP):

A. New Development Exactions starting on July 1, 2008, each local agency in the San Diego region shall contribute $2,000 in exactions from the private sector, for each newly-constructed residential housing unit in that jurisdiction to the RTCIP. These exactions shall ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements, as defined in San Diego Association of Governments’ (SANDAG’s) most recent, adopted Regional Transportation Plan. New residential housing units constructed for extremely low-, very low-, low-, and moderate-income households, as defined in California Health and Safety Code Sections 50105, 50106, 50079.5 and 50093, will be exempted from the $2,000 per unit contribution requirement. The amount of contribution shall be increased annually, in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index published by the Engineering News Record or similar cost of construction index. Each local agency shall establish an impact fee or other revenue funding program by which it collects and funds its contribution to the RTCIP. Each local agency shall be responsible for establishing a procedure for providing its monetary contribution to the RTCIP. The RTCIP revenue will be used to construct improvements on the Regional Arterial System such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for regional express bus and rail transit. This action is predicated on the desire to establish a uniform mitigation program that will mitigate the regional transportation impacts of new development on the Arterial system. While the RTCIP cannot and should not fund all necessary regional transportation network components and improvements, the RTCIP will establish a new revenue source that ensures future development will contribute its pro rata share toward addressing the impacts of new growth on regional transportation infrastructure.

SECTION 11

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE:

An Independent Taxpayer Oversight Committee (ITOC) shall be established to provide an enhanced level of accountability for expenditures made under the Expenditure Plan. The ITOC will help to ensure that all voter mandates are carried out as required and will develop recommendations for improvements to the financial integrity and performance of the program. The roles and responsibilities of the ITOC, the selection process for ITOC members, and related administrative procedures shall be carried out in substantially the same manner as further described in the document titled “Statement of Understanding Regarding the Implementation of the Independent Taxpayer Oversight Committee for the TransNet Program,” which is hereby incorporated by reference as is fully set forth herein. Up to $250,000 per year, with adjustments for inflation based on the Consumer Price Index for San Diego County, may be expended for activities related to the ITOC.