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MEETING NOTICE AND AGENDA

TRANSNET INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (ITOC)

The ITOC may take action on any item appearing on this agenda.

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 California Department
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 Metropolitan
 Transit System
 North San Diego County
 Transit Development Board
 United States
 Department of Defense
 San Diego
 Unified Port District
 San Diego County
 Water Authority
 Mexico

Wednesday, March 15, 2006

9:30 a.m. to 3:30 p.m.

SANDAG, 7th Floor Conference Room
 401 B Street, Suite 800
 San Diego, CA 92101-4231

Staff Contact: Craig Scott
 (619) 699-1926
 csc@sandag.org

AGENDA HIGHLIGHTS

- STATUS REPORT ON I-15 HOV/MANAGED LANES
- *TransNet* ENVIRONMENTAL MITIGATION PROGRAM
- REGIONAL TRANSPORTATION PLAN (RTP) DEVELOPMENT/
TRANSPORTATION MODELING OVERVIEW

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Welcome to SANDAG. Members of the public may speak to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) members on any item at the time the ITOC is considering the item. Also, members of the public are invited to address the ITOC on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The ITOC may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under Meetings on SANDAG's Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the ITOC meeting.

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TRANSNET INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (ITOC)

Wednesday, March 15, 2006

ITEM #		RECOMMENDATION
+1.	MEETING SUMMARY FOR THE FEBRUARY 15, 2006, MEETING The summary of the February 15, 2006, ITOC meeting has been prepared for the Committee's review.	ACCEPT
2.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS Members of the public will have the opportunity to address the ITOC on any issue within the jurisdiction of the ITOC. Speakers will be limited to three minutes each. Committee members also may provide information and announcements under this agenda item.	INFORMATION
+3.	REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AND ITOC'S ROLE (PARAGRAPH #8) (Sookyung Kim) Staff will provide an overview of the RTIP development process, which is currently underway. The <i>TransNet</i> Ordinance (Paragraph #8) describes the role of the ITOC in reviewing the proposed programming of <i>TransNet</i> funds as part of the RTIP. The draft programming proposals will be brought to the ITOC for review at the April and May meetings.	INFORMATION
+4.	ITOC COMMENTS ON THE DRAFT GUIDELINES FOR LOCAL STREET AND ROAD ELIGIBILITY (Richard Chavez) Staff has been working with the Cities-County Transportation Advisory Committee (CTAC) and the ITOC on the development of guidelines related to the new eligibility criteria established in the <i>TransNet Extension</i> for the expenditure of the local street and road funds. The ITOC discussed this topic at the January meeting and formed a subcommittee to review the draft guidelines and develop comments for the ITOC's consideration. The subcommittee met with CTAC representatives to discuss this issue and will be meeting again prior to this meeting. Recommendations from the ITOC will be forwarded to the SANDAG Transportation Committee for its consideration when it takes action on the guidelines.	DISCUSSION/ POTENTIAL ACTION

ITEM #	RECOMMENDATION
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- | | | |
|----|---|-------------|
| 5. | STATUS REPORT ON THE I-15 HOV/MANAGED LANES PROJECT
(Gustavo Dallarda) | INFORMATION |
|----|---|-------------|

The I-15 Corridor Manager will update the ITOC on the I-15 HOV/Managed Lanes project. Construction is underway on the middle segment of this major corridor improvement identified in the TransNet Extension. Budget and schedule status and related issues will be discussed. This is the first of a planned series of regular presentations to the ITOC on the major TransNet-funded corridor projects.

- | | | |
|-----|---|-------------|
| +6. | <i>TRANSNET</i> ENVIRONMENTAL MITIGATION PROGRAM
(Janet Fairbanks) | INFORMATION |
|-----|---|-------------|

At an earlier meeting, ITOC members requested a presentation on the new Environmental Mitigation Program (EMP) that was included in the *TransNet Extension*. SANDAG staff will provide an overview of the EMP program and update the ITOC on the status of key activities underway to implement the provisions of the EMP.

- | | | |
|-----|---|------------|
| +7. | REGIONAL TRANSPORTATION PLAN (RTP) DEVELOPMENT/
TRANSPORTATION MODELING OVERVIEW | DISCUSSION |
|-----|---|------------|

At last month’s workshop session, the ITOC members requested an overview or “primer” on the development of the long-range RTP and the transportation modeling process. The ITOC has discussed these topics at previous meetings. The overview is structured in the following three sections:

- A. RTP Development Overview (Mike Hix) – The ITOC will be provided with an overview of how the RTP is developed, how projects become part of the RTP, how input to the RTP process is provided, and how the work on the major 2007 update to the RTP will be scheduled over the next year and a half.
- B. RTP Performance Measures and Project Evaluation Criteria (Rachel Kennedy) – One of ITOC’s roles (Ordinance Paragraph #6) is to participate in the refinement of the performance measures and project evaluation criteria used in the RTP. The ITOC will receive an update on the status of efforts of the working group that was created to review and refine the criteria used in the RTP.
- C. Transportation Modeling (Bill McFarlane) – The ITOC will be provided with an overview of how SANDAG’s transportation modeling system works, how it is recalibrated, refined, and improved on an ongoing basis, and how well the forecasts have compared with actual usage of some recently completed transportation facilities.

ITEM #**RECOMMENDATION**

8. FUTURE MEETING SCHEDULE AND AGENDA TOPICS

ACTION

The dates shown below have been suggested as potential meeting dates from 9:30 a.m. to 3:30 p.m. The next meeting date and time is to be confirmed at the end of each meeting. The ITOC may wish to suggest specific agenda topics for the next meeting. Potential topics for the next meeting include an overview of the new \$2,000 per unit development impact fee requirement, a review of proposed projects to be funded with *TransNet* revenues through the RTIP update, a discussion of the update process for the State of the Commute report, and a review of the initial quarterly report for the *TransNet* Early Action Program.

- April 19, 2006
- May 17, 2006
- June 21, 2006
- July 19, 2006
- August 16, 2006
- September 20, 2006
- October 18, 2006
- November 15, 2006
- December 20, 2006

9. ADJOURNMENT

+ next to an agenda item indicates an attachment

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

March 15, 2006

AGENDA ITEM NO.: **1**

Action Requested: ACCEPT

SUMMARY OF THE FEBRUARY 15, 2006,
INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE MEETING

File Number 1110200

February 15, 2006, Meeting Summary

Attendance–

- | | | |
|---------------------|--|---|
| Committee Members: | <ul style="list-style-type: none">▪ Maryam Babaki▪ Hamid Bahadori▪ Jim Callaghan | <ul style="list-style-type: none">▪ John Meyer▪ Jim Ryan |
| Ex-Officio Members: | <ul style="list-style-type: none">▪ None | |
| Others: | <ul style="list-style-type: none">▪ Mike Boyle, City of San Diego Mayor's Office▪ Harvey Goodfriend, San Diego Taxpayers Association▪ Steve Ron, County Public Works | <ul style="list-style-type: none">▪ Lewis Michaelson, Katz & Associates▪ Thomas Turner, Procopio, Cory, Hargreaves, & Savitch, LLP▪ Jack Boda, SANDAG▪ Craig Scott, SANDAG |

The following summarizes the major actions and key discussion points under each agenda item from the February 15, 2006, meeting.

Item 1 – Meeting Summary of the January 18, 2006, Meeting

The meeting summary of the January 18, 2006, regular meeting was approved as written.

Item 2 – Meeting Summary of the January 30, 2006, Meeting

The meeting summary of the January 30, 2006, special meeting was approved with one change. Maryam Babaki requested that the words “invite others” be changed to “nominate experts” in the last sentence of the meeting summary related to the discussion under Item #4 regarding potential consultant services.

Item 3 – Public Comments/Communications/Member Comments

There were no public comments. John Meyer requested that an item be added to the agenda related to a certificate of appreciation for former Chair Mike Boyle. By unanimous agreement, the item was added to the agenda. John Meyer distributed copies of the certificate for the ITOC's consideration and asked that the wording of the certificate be read into the record.

ACTION: The ITOC (5-0) approved the certificate of appreciation for Mike Boyle and requested that the Chair present the certificate to Mr. Boyle at the February 24th SANDAG Board of Directors meeting.

Item 4 – ITOC Comments on the Draft Guidelines for Local Street and Road Eligibility

Hamid Bahadori provided a brief update to the ITOC on a meeting of the ITOC subcommittee formed to develop proposed comments on the draft guidelines. The ITOC members met with representatives from the Cities-County Transportation Advisory Committee (CTAC) to discuss areas of agreement and disagreement. A follow-up meeting is being scheduled. The discussion of this item was deferred to a subsequent meeting.

Item 5 – Workshop Session on the ITOC's Roles and Responsibilities in the Areas of Performance Measurement and Project Evaluation (Ordinance Paragraphs 6 & 7).

Maryam Babaki provided an overview of the purpose of this workshop session, which was an outgrowth of the discussion at the last meeting related to the ITOC's potential use of consultants in carrying out its roles and responsibilities. She introduced Lewis Michaelson from Katz and Associates as the facilitator for the workshop session.

Mr. Michaelson described his background in facilitating discussions for a wide range of groups, including other oversight committees such as the committee established to provide oversight for the Proposition MM school bond program. He described the typical phases that groups go through during the course of their development (forming, storming, norming, and performing). He provided ground rules for the workshop. The workshop was to be conducted in two major sections, with the first section focusing on a general discussion of the ITOC's roles and responsibilities and the second section focusing on how the ITOC should proceed with its efforts related to Paragraphs 6 and 7 of the Ordinance.

Workshop Section 1: Discussion of ITOC's Roles and Responsibilities

Lewis Michaelson began the discussion with some comments regarding the Ordinance language outlining the ITOC's roles and responsibilities. He commented that the Ordinance had a "specific vagueness" allowing for some room for interpretation in terms of what the ITOC's responsibilities are and how the ITOC should go about accomplishing them. The ITOC needs to come to a common understanding on what its role is and how it is to go about fulfilling it.

The first topic of discussion was related to determining what the ITOC members thought the meaning of "independent" was as related to the ITOC's approach to its work. It was suggested that independent meant that ITOC was responsible to the taxpayers, not to SANDAG and that the ITOC

members should have “no agenda” as they carry out their duties. The ITOC was intended to provide a fresh, new perspective on issues and to focus on continuous improvement in efficiency and effectiveness by challenging the status quo. The ITOC should make SANDAG and others delivering the *TransNet* program “uncomfortable” by looking over their shoulder and questioning how things are being done.

The discussion then turned to a review of the ITOC’s responsibilities in terms of the ten paragraphs in the Ordinance relating to fiscal audits, performance audits, review of performance measures, etc. Questions were raised regarding how comfortable the ITOC members were with the information being provided by SANDAG staff, whether consultant assistance was necessary, and how far does the ITOC need to go beyond basic compliance certifications to fulfill its mission. Members felt that compliance was important to make sure that the voters are getting what was promised to them in the ballot measure, but that it also was important to go further in evaluating project performance to make sure that the biggest bang for the buck was being achieved. Discussion in this area focused on development of the following 0 – 100 degree scale relating to the ITOC’s degree of involvement:

DEGREES	ITOC INVOLVEMENT
100	ITOC duplicates SANDAG staff/consultant efforts.
80	On an opportunistic/strategic basis, ITOC challenges current practices, assumptions methodologies.
60	ITOC produces independent reports to the Board with recommendations for improvements
40	ITOC reviews and comments on staff generated reports and recommendations.
20	ITOC rubber stamps SANDAG staff proposals.
0	ITOC takes no actions.

The general consensus was that the Ordinance requires the ITOC to be at least at the 60 degree level and that the ITOC should be operating at the 80 degree level. Members felt it was important to periodically challenging existing approaches, but that this should be done strategically. Criteria to be considered in deciding which efforts to get involved in included efforts that would result in more efficient or effective uses of funds, efforts to increase overall mobility and reduce congestion, and efforts to expedite project delivery. The focus should be on the big picture in terms of the overall transportation system and not project-specific issues.

The ITOC’s responsibilities related to reviewing the annual State of the Commute report and other SANDAG existing system evaluation measures was used as an example of how the ITOC might go about carrying out its responsibilities. The key steps in the process included:

- SANDAG staff provides ITOC with a briefing on the proposed content of the next State of the Commute update at an early stage in the development process, along with a timeline for production and review of the report.
- ITOC is given the opportunity to challenge/validate preliminary conclusions, measures used, etc. and to provide staff with suggested modifications.
- Staff develops report considering ITOC’s suggestions.

- ITOC finds the report acceptable or, if not satisfied, either recommends additional improvements to the SANDAG Transportation Committee/Board or obtains consultant assistance to conduct independent work.

Public Comment on Workshop Section 1:

- Mike Boyle, City of San Diego Mayor's Office, commented that the discussion exploring the ITOC's roles and responsibilities was a good one to have now that the ITOC has had some experience under its belt. He concurred with the level of involvement (80 degrees) and encouraged the group to be strategic and focus its efforts on a few key areas instead of trying to do everything. He felt it was important to focus on issues such as measuring the effectiveness of the *TransNet* Early Action Program projects to determine if they have the impact that they were expected to make. If not, recommended changes to future expenditures of funds should be considered.
- Steve Ron, County of San Diego Public Works Department, urged the ITOC to be aware of the impact its actions could have on project delivery at the local jurisdiction level. He raised a concern that additional reports requested by the ITOC could have the effect of slowing down delivery of key projects.

Workshop Section 2: Discussion of ITOC's Efforts Related to Performance Measurement and Project Evaluation Criteria (Ordinance Paragraphs 6 and 7)

This section of the workshop began with a review of the Ordinance language related to Paragraphs 6 and 7. Paragraph 6 begins with a statement that the ITOC should "participate in the ongoing refinement of SANDAG's transportation system performance measures and evaluation criteria used in the development of the Regional Transportation Plan (RTP) ..." ITOC members discussed what they thought "participate" meant and how that related to how they should go about carrying out their responsibilities under Paragraph 6. In relation to the system performance measures used in the RTP, questions were raised regarding the travel demand forecasting model used to provide the data for those performance measures. Alternative modeling approaches were discussed. The general consensus of the group was that, for the upcoming 2007 RTP update cycle, it was too late to expect that an alternative modeling approach could be developed, evaluated, and adopted for use. The ITOC should focus on getting involved in the process and learning how the RTP is developed, how the existing modeling work is conducted, and how valid the results are. As part of this process, the ITOC requested that SANDAG staff provide the ITOC with a "primer" on the steps in the RTP development process and the transportation modeling process, including a comparison of forecasted and actual results on some recently completed highway and transit projects.

The discussion continued regarding the appropriate ITOC role in the performance measurement process. The question raised was should the ITOC focus on whether or not the projects in the ballot measure were being delivered in a cost-effective manner or should the ITOC question whether or not the projects in the voter-approved Expenditure Plan should be built. The Mid-Coast Light Rail Transit project was raised as an example of a project that could be questioned on a cost-benefit basis. The discussion on this topic indicated that the ITOC members were not in agreement regarding how far the ITOC should go in questioning the implementation of specific projects.

The next major topic of discussion was the use of consultants and the development of a scope of work for consultant efforts. The ITOC agreed that they were not ready to get into developing a specific scope of work for consultant assistance. The consensus was to return to this topic after the ITOC receives the requested orientations (primers) on the RTP development process, the transportation modeling process, and the status of the State of the Commute report and related performance evaluation efforts. The ITOC reached agreement for a general approach, or decision matrix, to be followed regarding the use of consultants on any topic. Similar to the approach outlined for the State of the Commute report review process in the first section of the workshop, the key steps in this process are as follows:

Step 1: SANDAG staff develops a proposal/report/recommendation.

Step 2: The ITOC reviews report for reasonableness/validity.

Step 3: If the ITOC finds that proposal passes the reasonableness (“smell”) test, then the ITOC supports the staff proposal and reports findings to SANDAG Transportation Committee/Board and the public, if appropriate, and the process concludes.

Step 4: If the ITOC finds that the proposal does not pass the reasonableness test, the ITOC provides its comments/issues/questions to the SANDAG staff for additional justification or modifications.

Step 5: If SANDAG staff response satisfies the concerns raised, the process as described in Step 3 would be followed.

Step 6: If SANDAG staff response is not satisfactory, then the ITOC will move forward to obtain consultant assistance to provide the information or analysis needed to resolve outstanding concerns and/or the ITOC will notify the SANDAG Transportation Committee/Board and public that it does not concur with the staff proposal and may request SANDAG to initiate additional research and analysis efforts.

Public Comment on Workshop Section 2:

- Mike Boyle, City of San Diego Mayor’s Office, commented that he felt the discussion was very productive. He emphasized his view that the ITOC needs to focus on reviewing project effectiveness. He suggested that the ITOC may want to bring in experts from U.C. Berkeley or UCLA to help in drafting a scope of work for consultant assistance in performance measurement.
- Harvey Goodfriend, San Diego Taxpayers Association, commented that the voters were promised improved mobility with the passage of Proposition A and that the ITOC was created to provide oversight and serve as a watchdog to make sure that the goal of improved mobility is achieved. He questioned the effectiveness of HOV lanes and transit in improving mobility. He felt that the ITOC should not get into the details of project-specific discussions, but should stay focused on higher level discussions relating to appropriate modal choices and investments.
- Steve Ron, County of San Diego Public Works Department, reiterated his concerns about the ITOC taking actions that could delay or impede local project delivery. He also requested that the ITOC not get into local contracting issues.

[Note: The “flip chart” pages as written by the facilitator during the workshop are included as Attachment 1.]

Item 6 – Future Meeting Schedule

The next regular meeting of the ITOC was scheduled for March 15, 2006, from 9:30 a.m. to 3:30 p.m. at SANDAG. Potential agenda items for the meeting included an overview of the development process for the 2007 Regional Transportation Plan, a review of SANDAG's transportation modeling process, an initial discussion of the timeline and content of the next State of the Commute report update, a discussion of the *TransNet* Environmental Mitigation Program, and a review of the ITOC's responsibilities related to the *TransNet* fund programming process. There were no changes made to the proposed future regular monthly meeting schedule.

Item 7 – Adjournment

The meeting was adjourned at 2:40 p.m.

Ground Rules

Attachment 1

- **All perspectives are valued**
- **One person speaks at a time**
- **Everyone has equal opportunity to participate**
- **Agree only if you agree**
- **Listen to understand**
- **Have fun**

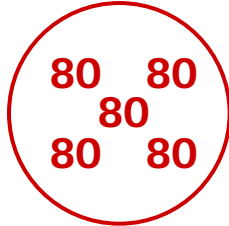
Independent

- **Entity that makes SANDAG “uncomfortable” as we look over their shoulder**
- **Responsible to taxpayer**
- **No personal agenda – judge on merits**
- **Fresh, new perspective**
- **Push for efficiency and challenge bureaucratic complacency**

Responsibilities

- **10-point products**
 - **Triennial Audit**
 - **Annual Audit**
 - **Performance Measures**
- **Make sure \$\$ spent as intended - compliance**
- **Get the biggest bang**

100°



100 — Duplicate staff/consultant work

* 80 — Opportunistically/strategically challenge practices/assumptions, methodologies

60 — Produce independent reports

40 — Review and comment

20 — Rubber stamp

0°

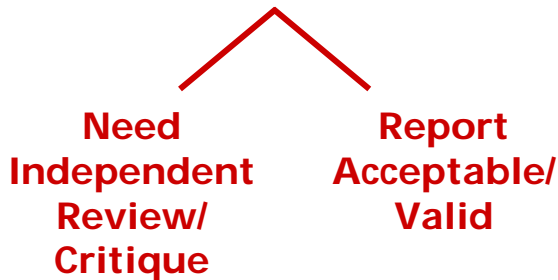
ITOC*

- **Increase efficient/effective use of funds**
- **Most likely to decrease travel time/ congestion**
- **Likely to expedite project delivery**
- **Strategic, not tactical**

*How do you get biggest bang for your time?

State of the Commute Report

- Briefing from staff on report before it is produced on its conclusions/measures
- Also provide timeline for production/ review of report
- ITOC asks: “Does it pass smell test?”
- Suggest modifications to staff
- Report released
- ITOC decides



S.O.P.s

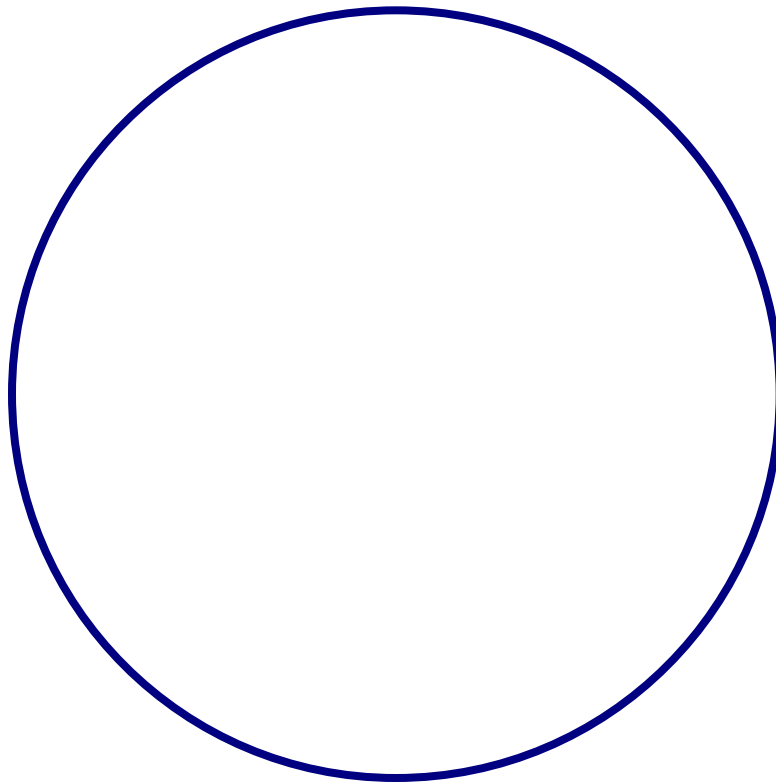
- **Upstream involvement**
- **Do the smell test**
- **Challenge/validate success measures**

Paragraphs 6/7

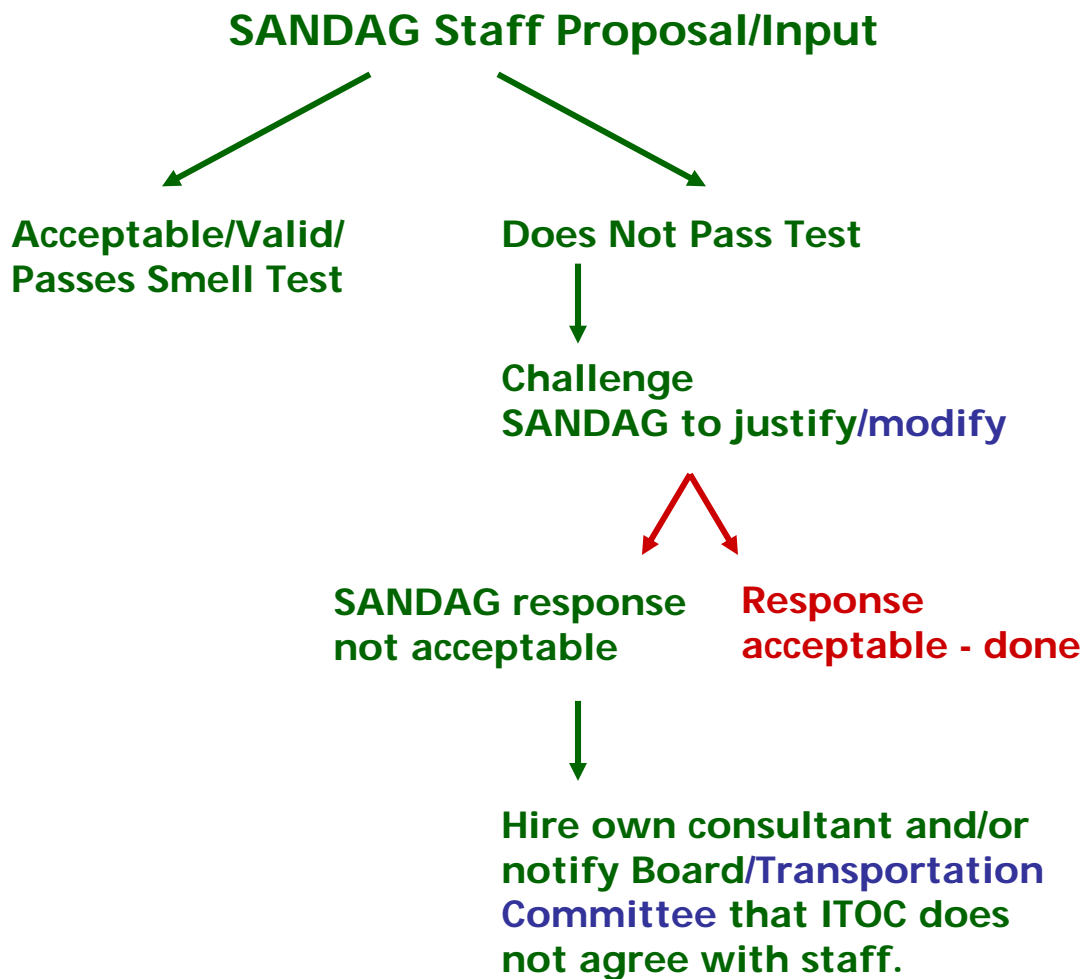
- **Transportation Demand Model – need to challenge/verify long term**
- **Need fuller understanding of how RTP is determined**
- **In-house modeling team gives primer on model and comparisons of predictions to actual**

- **Refine scope of work for consultant**

**A –
Financial
Audit**



**Z –
Question
Everything**



INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

March 15, 2006

AGENDA ITEM NO.: **3**

Action Requested: INFORMATION

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)
AND ITOC'S ROLE (PARAGRAPH #8)

File Number 1110200

Transportation Improvement Program (TIP)

SANDAG, as the designated Metropolitan Planning Organization (MPO) for the San Diego region is required by state and federal laws to develop and adopt a regional Transportation Improvement Program (RTIP) every two years. The TIP is a multi-year program of proposed major highway, arterial, transit, and bikeway projects. The TIP also includes projects funded with *TransNet*, the voter approved ½ percent sales tax for transportation. The current 2004 RTIP, adopted by the SANDAG Board at its meeting in July 2004, covers the five-year period Fiscal Years 2005 through 2009 and expires October 2006. SANDAG is undergoing the biennial update to the TIP, which would cover FY 2007 to FY 2011.

The TIP incrementally implements the Regional Transportation Plan (RTP), the long-range transportation plan for the San Diego region. The TIP is a short-term, prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region.

Federal Air Quality Conformity Requirements

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase the transportation system capacity. This includes major local and developer funded projects and any other state or federally funded projects that might not otherwise appear in the TIP, as well as new projects or major changes in project scope for existing programmed projects. Projections of pollutant emissions are developed for several analysis years based on the estimated project opening dates.

Role of the ITOC

Based on the provisions of the *TransNet Extension Ordinance*, the ITOC is responsible for reviewing projects proposed for funding with *TransNet* funds and providing comments to the SANDAG Transportation Committee and to the Board of Directors for consideration when actions are taken on the RTIP. The text of Ordinance Paragraph #8 relating to the ITOC's role in the RTIP process is provided below:

8. "Review and comment on the programming of *TransNet* revenues in the Regional Transportation Improvement Program (RTIP). This provides an opportunity for the ITOC to raise concerns regarding the eligibility of projects proposed for funding before any expenditures are made. In addition to a general eligibility review, this effort should focus on significant cost increases and/or scope changes on the major corridor projects identified in the Ordinance and Expenditure Plan."

Because the last three years of the RTIP update cycle currently underway include *TransNet Extension* revenues (FY 2009, FY 2010, and FY 2011), this report is designed to provide the ITOC with an overview of the TIP process in preparation for the ITOC's initial review of proposed *TransNet* fund programming in the April and May meetings. Enclosed with the agenda package is a copy of the 2004 RTIP for your reference.

TIP Biennial Update Schedule

As stated, SANDAG is currently undergoing the required biennial update to the TIP which covers FY 2007 to FY 2011. In addition to soliciting project nominations from member jurisdictions, transit agencies, and Caltrans, SANDAG plans to seek broader public involvement to the TIP process. Some important dates are provided below:

- | | |
|----------------------|--|
| March 15, 2006: | Present overview of TIP to the ITOC |
| Month of April 2006: | Participate in the Smart Growth Public Workshops to provide information and seek comments from the public |
| April 12, 2006: | The ITOC reviews submitted projects from the local agencies |
| May 12, 2006: | SANDAG issues the draft TIP Air Quality Conformity Analysis for 30-day public review and comment |
| May 17, 2006: | The ITOC completes its review and provides comments to the Transportation Committee on the draft TIP |
| May 19, 2006: | SANDAG Transportation Committee accepts and releases the draft TIP, including its conformity determination |
| June 16, 2006: | SANDAG Transportation Committee holds a public hearing to review the draft TIP, including its conformity determination |
| June 23, 2006: | SANDAG Board of Directors adopts the final TIP |

Attachments related to this item include:

- Attachment 1 – Final 2004 Regional Transportation Improvement Program. This report is provided for the ITOC's information to give the members an understanding of what the document typically contains. The ITOC is not expected to review and comment on this document, but will be reviewing the updated draft 2006 RTIP document in future meetings. Information in that draft document will be in a similar format.

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

March 15, 2006

AGENDA ITEM NO.: **4**

Action Requested: DISCUSSION/POTENTIAL ACTION

ITOC COMMENTS ON THE DRAFT GUIDELINES
FOR LOCAL STREET AND ROAD ELIGIBILITY

File Number 1110200

At the January 18, 2006, meeting, the ITOC received a briefing regarding the *TransNet* local street and road program and the new requirements from the *TransNet Extension* on the use of these funds. Attachment 1 provides a summary of these local program requirements.

The discussion at the last meeting focused on the new requirement that, of each jurisdiction's local street and road formula funds beginning in Fiscal Year 2008-09, at least 70 percent must be expended for congestion relief projects, and no more than 30 percent may be spent on routine maintenance projects. The ITOC appointed a subcommittee to review the draft set of guidelines that had been developed to better define the types of projects that could be included under these new categories.

The staff also is working with the Cities/County Transportation Advisory Committee (CTAC) on these draft guidelines and will be trying to accommodate the comments from the CTAC and the ITOC in the final set of guidelines to be presented to the SANDAG Transportation Committee. If approved, these guidelines will be provided to all the local agencies so that they can prepare their input for the upcoming Regional Transportation Improvement Program (RTIP) update covering projects to be funded in Fiscal Years 2006-07 to 2010-11.

The ITOC Subcommittee is scheduled to meet with CTAC representatives for a second time prior to today's meeting. Attachment 2 provides the latest draft guidelines based on some comments received at the first meeting of the ITOC Subcommittee and CTAC representatives. The ITOC will be provided with an update based on the second meeting of the subcommittee. Any comments recommended by the ITOC will be forwarded to the SANDAG Transportation Committee for its consideration when it takes action on the proposed guidelines.

Attachments related to this item include:

- Attachment 1 – Summary of the provisions related to the use of local street and road revenues under the new *TransNet Extension* Ordinance, which include references to the ITOC's role as related to the local street and road program.
- Attachment 2 – The revised draft *TransNet* Local Street and Road Program Ordinance and Expenditure Plan Implementation Guidelines based on comments received from the ITOC Subcommittee and CTAC representatives at their first meeting.

[Excerpts from a 11/3/05 Cities/County Transportation Advisory Committee (CTAC) agenda report]

***TransNet* Ordinance: Local Streets and Roads Program**

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% 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% of these funds should be used for local street and road maintenance purposes. A local agency desiring to spend more than 30% 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 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 Regional Transportation Plan. 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 Regional Transportation Plan. 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 towards addressing the impacts of new growth on regional transportation infrastructure.

TransNet Local Street and Road Program
TransNet Ordinance and Expenditure Plan Implementation Guidelines

Draft: March 9, 2006

The *TransNet* Ordinance requires that at least 70 percent of the revenues provided for local street and road purposes should be used to fund direct expenditures for facilities contributing to congestion relief. No more than 30 percent of these funds should be used for local street and road maintenance purposes. The required multi-year Regional Transportation Improvement Program (RTIP) project lists submitted by local agencies that are found to be out of compliance with this requirement will not be approved. Local agencies may request an exception to this requirement and must provide justification for such a request as part of its project list submittal. The following table categorizes and lists the more typical types of facilities that are considered to contribute to congestion relief. For other facilities not listed, it must be demonstrated that congestion relief can be obtained before the project can be considered part of the 70 percent category. Clarification is added in the roadway maintenance column as to eligibility as part of the 30 percent category but non-eligibility as part of the 70 percent category. Facilities that are not considered to contribute to congestion relief are listed at the end of the table in the maintenance column.

Congestion Relief (At least 70%)	Maintenance and Non-Congestion Relief (No more than 30%)
<p>New or Expanded Facilities</p> <ol style="list-style-type: none"> 1. New roadways and bridges 2. Roadway and bridge widening 3. Roadway widening for bike lanes <p>Major Rehabilitation and Reconstruction</p> <ol style="list-style-type: none"> 4. Roadway rehabilitation (grinding and overlay, or new structural pavement, or new overlay 1 inch thick or greater) 5. Roadway realignment 6. Bridge retrofit or replacement 7. Roadway drainage improvements for the purpose of improving capacity impeding conditions such as significant and frequent roadway flooding <p>Traffic Operations</p> <ol style="list-style-type: none"> 8. Median installation for safety improvement or left turn movement 9. New traffic signal, PPLT installation, signal removal for congestion relief reasons, traffic signal upgrades 10. Traffic signal coordination 11. Traffic signal interconnection 12. Centrally controlled traffic signal optimization system 13. Traffic surveillance system (video) 14. Traffic data collection system for performance monitoring purposes (in pavement detection, radar) 	<ul style="list-style-type: none"> ▪ Lane removal for bike lanes ▪ Pavement overlay (less than 1 inch) ▪ Pot hole repair, chip seal, fog seal, crack seal (except when part of roadway rehabilitation project) ▪ Roadway realignment that does not increase roadway capacity ▪ Bridge replacement for aesthetic purposes ▪ Minor drainage improvements not part of a congestion relief project <p>Median landscaping</p> <p>Traffic signal replacement, bulb replacement, hardware, software, inductive loop repair</p>

Congestion Relief (At least 70%)	Maintenance and Non-Congestion Relief (No more than 30%)
<p>Smart Growth Related Infrastructure*</p> <ul style="list-style-type: none"> 15. New sidewalks 16. Sidewalk widening or repair 17. Bulb-outs 18. Speed bumps 19. Pedestrian ramps 20. Pedestrian traffic signal activation 21. Pedestrian crossings/overcrossings 22. Buffer area between sidewalk and street 23. New roadway lighting <p>Transit Facilities</p> <ul style="list-style-type: none"> 24. New bus stops 25. Bus stop enhancements 26. Bus-only lanes 27. Queue jumper lanes for buses 28. Traffic signal priority measures for buses 29. Transit operational costs for shuttle and circulator routes 	<ul style="list-style-type: none"> ▪ Light bulb replacement <p>Non-Congestion Relief</p> <ul style="list-style-type: none"> 30. Erosion control (unless required as part of a congestion relief project) 31. Landscaping (unless required as part of a congestion relief project) 32. Roadway signing and delineation (unless required as part of a congestion relief project)

Note: Staff costs for congestion relief project development (environmental, preliminary engineering, design, right-of-way acquisition, and construction management) are eligible expenditures under the 70 percent category. Staff costs for transportation infrastructure maintenance efforts are eligible under the 30 percent category. Costs for general *TransNet* fund administration, transportation planning, or traffic operations are eligible up to one percent of annual revenues.

* To receive credit for providing congestion relief under the 70 percent category, smart growth-related infrastructure must be provided in one of the seven Regional Comprehensive Plan smart growth land use type characteristic areas: Metropolitan Center, Urban Center, Town Center, Community Center, Transit Corridor, Special Use Center, Rural Community.

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

March 15, 2006

AGENDA ITEM NO.: **6**

Action Requested: INFORMATION

TransNet ENVIRONMENTAL MITIGATION PROGRAM

File Number 1110200

Attachments related to this item include:

- A fact sheet summarizing the key features of the new *TransNet* Environmental Mitigation Program (EMP).



TransNet Environmental Mitigation Program Fact Sheet

TransNet will provide \$850 million for an Environmental Mitigation Program

- \$650 million for the mitigation of regional and local transportation projects
- \$200 million for regional habitat acquisition, management and monitoring activities

A collaborative effort among the cities, the county, wildlife agencies, stakeholders, and SANDAG.



SANDAG

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TransNet Environmental Mitigation Program

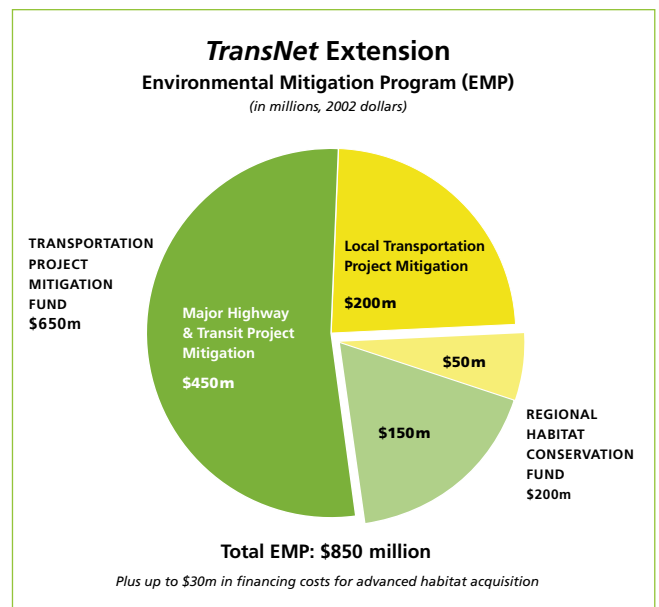
In 1987, voters approved the *TransNet* program – a half-cent sales tax to fund a variety of important transportation projects throughout the San Diego region. This 20-year, \$3.3 billion transportation improvement program expires in 2008. In November 2004, 67 percent of the region’s voters supported the extension of *TransNet* to 2048 – thereby generating an additional \$14 billion for highway, transit, and local road projects and other transportation improvements.



A unique component of the extension is the creation of an environmental mitigation program (EMP), which goes beyond traditional mitigation for regional and local transportation projects. While the EMP includes an allocation for the estimated direct costs for mitigation of upland and wetland habitat impacts for

regional and local transportation projects, it also includes additional funding for habitat acquisition, management, and monitoring activities. The EMP will help implement the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP).

The ballot measure identified \$850 million to be used for the EMP. The EMP principles state that two funds shall be established. The first one, a “Transportation Project Mitigation Fund” covers direct mitigation costs for regional and local transportation projects estimated to be \$650 million (\$450 million for regional projects, \$200 million for local projects).



These funds will be used for the mitigation needs of the major transportation infrastructure improvement projects and programs identified in the SANDAG Regional Transportation Plan. Although the extension does not begin until April 2008, an “early action program” has been designed to address priority projects. Satisfying the mitigation requirements for these priority projects will be addressed

**What do we mean by
“Economic
Benefit?”**

With today’s rising land prices, we know that if we buy land today, it will cost less than if we wait and buy it later. Smart investors know this, which is why land in Southern California is at a premium.

Transportation projects will be built during the next 30 years. Whenever a project impacts sensitive habitats, mitigation lands must be acquired prior to the issuance of permits. If land is purchased in advance of need, with mitigation ratios held constant over time, an economic benefit is derived because the mitigation obligation is known and the land is purchased at today’s prices. The savings derived by purchasing land today, rather than at some time in the future, constitutes the economic benefit.

comprehensively rather than on a project-by-project basis in order to maximize early land acquisition opportunities.

The early action *TransNet* projects include: the widening of SR 76 between Melrose Drive and I-15; the extension of SR 52 from SR 125 to SR 67; the Mid-Coast regional transit extension from Old Town onto the UCSD campus and over to University City; the I-15 Managed Lanes from SR 78 to SR 163; the SR 52 reversible Managed Lanes from I-15 to SR 125; the I-5 North Coast Corridor projects; and the I-805 corridor projects.

The second fund, a “Regional Habitat Conservation Fund,” will be approximately \$200 million (\$150 million for regional projects and \$50 million for local projects). These funds will be made available for regional habitat acquisition, management, and monitoring activities necessary to implement the MSCP and the MHCP. Funds are estimated based on the **economic benefit** derived from purchasing land with the “Transportation Project Mitigation Fund” in advance of need in larger blocks at a lower cost, and with mitigation ratios predetermined and held constant over time for each of the habitat conservation plans. The Environmental Mitigation Program guidelines identify up to \$30 million in financing costs allocated from the expenditure plans.

The Environmental Mitigation Program will be a collaborative effort among SANDAG, the cities, the county, the wildlife agencies (California Department of Fish and Game and the US Fish and Wildlife Service), and other regulatory agencies (Coastal Commission, US Army Corps of Engineers, US Environmental Protection Agency, and the Regional Water Quality Control Board) as well as representatives of various stakeholder groups, including the environmental community and the science/technical community.



Before



After

*Fifty acre wetland mitigation site
at Route 76 and Pilgrim Creek in Oceanside*

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

March 15, 2006

AGENDA ITEM NO.: **7**

Action Requested: DISCUSSION

REGIONAL TRANSPORTATION PLAN (RTP) DEVELOPMENT/
TRANSPORTATION MODELING OVERVIEW

FILE NUMBER 1110200

At last month's workshop session, the ITOC members requested an overview or "primer" on the development of the long-range RTP and the transportation modeling process. The ITOC has discussed various aspects of these topics at previous meetings. The overview is structured in the following three sections:

- A. RTP Development Overview – The ITOC will be provided with an overview of how the RTP is developed, how projects become part of the RTP, how input to the RTP process is provided, and how the work on the major 2007 update to the RTP will be scheduled over the next year and a half.
- B. RTP Performance Measures and Project Evaluation Criteria – One of the ITOC's roles (Ordinance Paragraph #6) is to participate in the refinement of the performance measures and project evaluation criteria used in the RTP. The ITOC will receive an update on the status of efforts of the Transportation Project Evaluation Criteria Working Group (TPEC) that was created to review and refine the criteria used in the RTP.
- C. Transportation Modeling – The ITOC will be provided with an overview of how SANDAG's transportation modeling system works, how the transportation model is recalibrated, refined, and improved on an ongoing basis, and how well the forecasts have compared with actual usage of some recently completed transportation facilities.

As background information for this discussion, several items have been included to provide basic information relevant to this item, as summarized below:

- Attachment 1 – The ITOC language from the *TransNet Extension Ordinance*, which includes the summary of the major ITOC responsibilities. The ITOC responsibilities outlined in Paragraph #6, which refer to the TIC's participation in the refinement process for performance measures and evaluation criteria used in the RTP, are specifically related to this item.
- Attachment 2 – The schedule for the TPEC Working Group's efforts over the next several months. This group will be reviewing and refining the evaluation criteria used in the 2030 RTP. Copies of these evaluation criteria and the performance measures used in the current RTP have been provided to the ITOC at the last two meetings. The recommendations from the TPEC Working Group will be brought to the ITOC for review and comments as they are developed.

EXCERPT FROM THE
STATEMENT OF UNDERSTANDING REGARDING THE IMPLEMENTATION OF THE
INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
FOR THE *TRANSNET* PROGRAM

ITOC Responsibilities

The ITOC shall have the following responsibilities:

1. Conduct an annual fiscal and compliance audit of all *TransNet*-funded activities using the services of an independent fiscal auditor to assure compliance with the voter-approved Ordinance and Expenditure Plan. This annual audit will cover all recipients of *TransNet* funds during the fiscal year and will evaluate compliance with the maintenance of effort requirement and any other applicable requirements. The audits will identify expenditures made for each project in the prior fiscal year and will include the accumulated expenses and revenues for ongoing, multi-year projects.
2. Prepare an annual report to the SANDAG Board of Directors presenting the results of the annual audit process. The report should include an assessment of the consistency of the expenditures of *TransNet* funds with the Ordinance and Expenditure Plan and any recommendations for improving the financial operation and integrity of the program for consideration by the SANDAG Board of Directors. This consistency evaluation will include a review of expenditures by project type for each local jurisdiction. The ITOC shall share the initial findings of the independent fiscal audits and its recommendations with the SANDAG Transportation Committee 60 days prior to their release to resolve inconsistencies and technical issues related to the ITOC's draft report and recommendations. Once this review has taken place, the ITOC shall make any final amendments it deems appropriate to its report and recommendations and adopt its report for submission directly to the SANDAG Board of Directors and the public. The ITOC shall strive to be as objective and accurate as possible in whatever final report it adopts. Upon completion by the ITOC, the report shall be presented to the SANDAG Board of Directors at its next regular meeting and shall be made available to the public.
3. Conduct triennial performance audits of SANDAG and other agencies involved in the implementation of *TransNet*-funded projects and programs to review project delivery, cost control, schedule adherence, and related activities. The review should include consideration of changes to contracting, construction, permitting, and related processes that could improve the efficiency and effectiveness of the expenditure of *TransNet* revenues. These performance audits shall be conducted using the services of an independent performance auditor and should include a review of the ITOC's performance. A draft of the ITOC's report and recommendations regarding the performance audits shall be made available to the SANDAG Transportation Committee at least 60 days before its final adoption by the ITOC to resolve inconsistencies and technical issues related to the ITOC's draft report and recommendations. Once this review has taken place, the ITOC shall make any final amendments it deems appropriate to its report and related recommendations and adopt its report for presentation directly to the SANDAG Board of Directors and the public. The ITOC shall strive to be as

objective and constructive as possible in the text and presentation of the performance audits. Upon completion by the ITOC, the report shall be presented to the SANDAG Board of Directors at its next regular meeting and shall be made available to the public.

4. Provide recommendations to the SANDAG Board of Directors regarding any proposed amendments to the Ordinance and Expenditure Plan.
5. Provide recommendations as part of the 10-year review process. This process provides an opportunity to undertake a comprehensive review of the *TransNet* program every ten years and to make recommendations for improving the program over the subsequent ten years. This review process should take into consideration the results of the *TransNet*-funded improvements as compared to the performance standards established through the Regional Transportation Plan and the Regional Comprehensive Plan.
6. Participate in the ongoing refinement of SANDAG's transportation system performance measurement process and the project evaluation criteria used in development of the Regional Transportation Plan (RTP) and in prioritizing projects for funding in the Regional Transportation Improvement Program. The focus of this effort will be on *TransNet*-funded projects. Based on the periodic updates to the RTP, as required by state and federal law, the oversight committee shall develop a report to the SANDAG Transportation Committee, the SANDAG Board of Directors, and the public providing recommendations for possible improvements and modifications to the *TransNet* program.
7. On an annual basis, review ongoing SANDAG system performance evaluations, including SANDAG's "State of the Commute" report, and provide an independent analysis of information included in that report. This evaluation process is expected to include such factors as level of service measurements by roadway segment and by time of day, throughput in major travel corridors, and travel time comparisons by mode between major trip origins and destinations. Such information will be used as a tool in the RTP development process.
8. Review and comment on the programming of *TransNet* revenues in the Regional Transportation Improvement Program (RTIP). This provides an opportunity for the ITOC to raise concerns regarding the eligibility of projects proposed for funding before any expenditures are made. In addition to a general eligibility review, this effort should focus on significant cost increases and/or scope changes on the major corridor projects identified in the Ordinance and Expenditure Plan.
9. Review proposed debt financings to ensure that the benefits of the proposed financing for accelerating project delivery, avoiding future cost escalation, and related factors exceed issuance and interest costs.
10. Review the major Congestion Relief projects identified in the Ordinance for performance in terms of cost control and schedule adherence on a quarterly basis.

In carrying out its responsibilities, the ITOC shall conduct its reviews in such a manner that does not cause unnecessary project delays, while providing sufficient time to ensure that adequate analysis can be completed to allow the ITOC to make objective recommendations and to provide the public with information about the implementation of the *TransNet* program.

TRANSPORTATION PROJECT EVALUATION CRITERIA WORKING GROUP SCHEDULE

Meeting Date*	Meeting Group	Agenda Item	Work Product
Monday, January 23, 2006	TPEC	Existing Criteria Overview/Key Areas of Criteria Revision	Understanding of criteria/revision plan
Monday, February 27, 2006	TPEC	Transit Criteria	Recommendations/Draft Criteria
Monday, March 13, 2006	TPEC	Highway Project Criteria	Recommendations/Draft Criteria
Monday, March 27, 2006	TPEC	Freeway Connectors/HOV Connectors	Recommendations/Draft Criteria
Monday, April 10, 2006	TPEC	Regional Arterial System Criteria	Recommendations/Draft Criteria
Monday, April 24, 2006	TPEC	Criteria Weighting, Cost Effectiveness Measure	Draft Criteria to present to Committees/Working Groups
Various Dates May 2006	BPWG, SWG, TWG, FWG, CTAC	TPEC Members Solicit Input on Draft Criteria from their respective Committees/Working Groups	Recommendations
Monday, May 22, 2006	TPEC	Discussion of Committee Input	Revised Draft Criteria
Thursday, June 08, 2006	MTS Board	Present Revised Transit Criteria to MTS (date tentative)	MTS Board Approval of Criteria
Thursday, June 15, 2006	NCTD Board	Present Revised Transit Criteria to NCTD (date tentative)	NCTD Board Approval of Criteria
Monday, June 26, 2006	TPEC	Final Revisions	Final Draft Criteria
Friday, July 21, 2006	TC	Transportation Committee Meeting	Endorsement/Revisions to Criteria
Monday, July 24, 2006	TPEC	If TC did not endorse criteria- discuss & revise	Revised Final Draft Criteria
Friday, August 04, 2006	TC	Transportation Committee Meeting (only if not endorsed at July meeting)	Final Project Evaluation Criteria

* TPEC Meetings are held from 1:30-3:30 p.m. at SANDAG