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Art Madrid
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U.S. Department of Defense
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San Diego Unified Port District
Marilyn Dailey, Commissioner
San Diego County Water Authority
Luis Cabrera C.
Consul General of Mexico
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Executive Director, SANDAG

SANDAG

BOARD OF DIRECTORS
POLICY AGENDA

Friday, July 14, 2006
10 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHT

• TRANSPORTATION FUNDING WORKSHOP

PLEASE TURN OFF CELL PHONES DURING THE MEETING

YOU CAN LISTEN TO THE BOARD OF DIRECTORS MEETING BY VISITING OUR WEB SITE AT WWW.SANDAG.ORG

MISSION STATEMENT
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Board seated at the front table. Also, members of the public are invited to address the Board on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Board of Directors 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 12 noon, two working days prior to the Board of Directors meeting.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

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BOARD OF DIRECTORS POLICY AGENDA
Friday, July 14, 2006

ITEM #  RECOMMENDATION

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Speakers are limited to three minutes. Board members also may provide information and announcements under this agenda item.

REPORT (2)

+2. TRANSPORTATION FUNDING WORKSHOP (Susan Brown)  INFORMATION

Staff will provide a primer on local, state, and federal funding sources available to support the development and implementation of regional transportation projects in the San Diego region.

3. UPCOMING MEETINGS  INFORMATION

The regularly scheduled Business meeting of the SANDAG Board of Directors on July 28 has been rescheduled for Friday, August 4, 2006, at 8 a.m.

The regularly scheduled Policy and Business meetings of the SANDAG Board of Directors on August 11 and August 25, respectively, have been cancelled. The next scheduled Policy meeting of the SANDAG Board of Directors is scheduled for Friday, September 8, 2006, at 10 a.m. The next scheduled Business meeting of the SANDAG Board of Directors is scheduled for Friday, September 22, 2006, at 9 a.m.

4. ADJOURNMENT

+ next to an agenda item indicates an attachment
TRANSPORTATION FUNDING WORKSHOP

Introduction

The Regional Transportation Plan (RTP) 2006 Update projected that public investment in transportation in the San Diego region from 2006 through 2030 would total approximately $36 billion. Staff will give an overview of the funding sources that make up this investment. The workshop also will provide an overview of the regional transportation planning and programming processes that ultimately directs where those funds are invested.

Public funding of transportation comes from local, state, and federal sources through a variety of programs. The attached document entitled, “Alphabet Soup” is intended to serve as a supplement and quick reference outlining the various sources that are expected to contribute or to be available potentially for the region’s transportation projects. The staff presentation will not review each funding source, but will provide general information on the major funding categories that we assumed in preparation of the RTP 2006 Update.

GARY L. GALLEGOS
Executive Director

Attachments: 1. “Alphabet Soup”

Key Staff Contact: Susan Brown, (619) 699-1913, sbr@sandag.org
INTRODUCTION

An understatement: “Transportation funding in California is complicated.”

State, federal, and local transportation funding programs must constantly evolve as the economy expands and contracts, as new resources are identified, and as legislative mandates are enacted. While some funding programs change, others terminate and new ones are created. The result is a growing list of funding sources and related rules. A virtual Alphabet Soup of acronyms now identifies these programs, and it is no simple task for policymakers and transportation professionals to keep apace of the changes. This document is intended to assist in that endeavor by providing a guide to public sector transportation funding programs that are now paying for or are anticipated to be available for transportation projects and programs in the San Diego region.

Following this introduction, this handbook describes the regional transportation planning and programming processes. These processes comprise the initial step in implementing transportation policy, and an understanding of transportation planning and programming is essential to developing funding plans for major projects.

The final section of this handbook includes a discussion of transportation funding sources. The discussion begins with a brief overview followed with an extensive listing of specific funding sources. For easy reference, each funding program is identified by its original source—federal, state, or local revenues. The descriptive information for each program includes the funding agency, eligible activities, match requirements, and SANDAG’s role within the funding process. With few exceptions, these funding sources must be programmed by SANDAG, i.e., included in the Regional Transportation Improvement Program, or RTIP. The RTIP is discussed at greater length in the Planning and Programming section. In most cases, SANDAG is responsible for allocating monies to various agencies, projects, and programs. In some cases, SANDAG is also a recipient or grantee of certain funds for regional planning and capital purposes.

THE PLAN, THE PROGRAM, AND THE PROJECTS

The transportation planning and programming process has been established by federal regulation, which charges the metropolitan planning agency “to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP) that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems...” The following is a description of how SANDAG approaches that charge:

The SANDAG Regional Transportation Plan (RTP)

MOBILITY 2030: THE TRANSPORTATION PLAN FOR THE SAN DIEGO REGION (adopted in April 2003 and updated in December 2006) is SANDAG’s RTP. The process for developing the RTP began with formulation of a transportation vision for the region:

The MOBILITY 2030 vision is to develop a flexible transportation system that focuses on moving people and goods—not just vehicles. The vision is to provide more convenient, fast, and safe travel choices for public transit, ridesharing, walking, biking, private vehicles, and freight. It commits the region to preserve its existing transportation resources and manage the regional transportation system efficiently.
With this vision in mind, the SANDAG Board approved seven policy goals which are, in order of priority:

**Mobility** - Improve the mobility of people and freight

**Accessibility** - Improve accessibility to major employment and other regional activity centers

**Reliability** - Improve the reliability and safety of the transportation system

**Efficiency** - Maximize the efficiency of the existing and future transportation system

**Livability** - Promote livable communities

**Sustainability** - Minimize effects on the environment

**Equity** - Ensure an equitable distribution of the benefits among various demographic and user groups

MOBILITY 2030 identifies performance measures which are used to develop performance targets for future years and against which we will benchmark our progress toward meeting the Plan's policy goals and objectives. The success of MOBILITY 2030 will be measured through a performance monitoring system that tracks how well our transportation system is functioning and identifies opportunities for near-term improvements. This system of performance monitoring also is useful for refining the decision-making processes that are used to select individual transportation projects and investments.

The RTP identifies projects to be included in the plan dependent upon funding scenarios (described below) by applying project evaluation criteria. These long-term RTP project evaluation criteria are identified in Appendix A.

SANDAG’s 2003 RTP consists of three different plans based on three funding scenarios: Revenue Constrained, Reasonably Expected Revenue, and Unconstrained Revenue.

**Revenue Constrained Scenario**: Federal planning regulations require the development of a revenue constrained plan. Such a plan is based only on current sources and levels of federal, state, and local transportation revenue projected out to the year 2030. This scenario includes federal and state formula funds as well as federal and state discretionary funds for existing projects. However, future increases in federal and state gas taxes or the establishment of other new revenue sources were not included in the 2003 revenue constrained scenario. Nor was the extension of the local TransNet sales tax program beyond its original 2008 expiration date. The constrained plan was updated in December 2006 to comply with then prevailing federal rules that required the RTP to be updated every three years. Federal statute has since changed that requirement to every four years. Since the voters of San Diego, in 2004, approved a 40-year extension of the TransNet sales tax, the 2006 Constrained Plan Update includes revenues and revenue bond capacity expected to be generated by this measure.

**Reasonably Expected Revenue Scenario**: The Reasonably Expected Revenue scenario is a more optimistic forecast, which includes all of the sources of funding in the revenue constrained forecast, plus additional sources of transportation revenue that are reasonably expected to become available through 2030. In the 2003 RTP, the additional sources included an extension of the TransNet ½ percent transportation local sales tax through 2030, higher levels of state and federal discretionary funds, and
increases in state and federal gas taxes based on historical trends. This more optimistic scenario is the basis for MOBILITY 2030: THE TRANSPORTATION PLAN FOR THE SAN DIEGO REGION.

**Unconstrained Revenue Scenario**: Based on the analysis of travel demand in the region to 2030 and beyond, needs were identified for transportation improvements and associated operations, maintenance, and rehabilitation, requiring funding above and beyond the levels assumed for the Reasonably Expected Revenue scenario. This third unconstrained scenario includes additional revenue options to fully fund the desired list of projects beyond 2030. This scenario identifies a set of potential revenue sources, the estimated revenue to be generated, and the implementation steps required.

The RTP must be updated every four years. SANDAG is currently developing the 2007 RTP update.

**SANDAG, Federal, and State Requirements**

To implement the RTP, specific projects that make up the networks developed in the plan need to be matched with funding. The funding programs determine how much money is to be made available and for what purposes. For example, the TransNet measures (1987 original and 2004 extension) each establish how the revenues will be distributed to projects, and the SANDAG Board of Directors has further guided the use of these funds by determining how the projects will be prioritized. Certain projects were chosen for early implementation and comprise what SANDAG calls the Early Action Program. Other programmatic parameters are set by the state and federal governments through their authorization and annual appropriation processes.

Within the context of those programmatic parameters SANDAG develops criteria to help evaluate and select projects. This requires that the RTP objectives and the funding program objectives be aligned. Appendix A provides examples of project evaluation criteria that SANDAG uses to identify which projects will receive funding. Once identified, the projects then must be programmed in the RTIP.

**The Regional Transportation Improvement Program**

The RTIP includes a list or “program” of projects to be undertaken over a five-year period. “Programming” entails identification of the projects by location or limits and detailing of the funding by source, fiscal year, and project phase. The RTIP must be fiscally constrained, that is, the first two years of the program must be based on funds that are committed, while for the last three years of programming there must be a reasonable expectation (based primarily on historical events and projected trends) that the funds will be available as programmed. The RTIP is updated every two years, but as more immediate project changes are needed, the RTIP may be amended between updates.

Figure 1 depicts the regional transportation programming process. This graphic shows that the process must take into account consistency with the goals of the RTP and the SANDAG transportation program requirements such as those established under the TransNet measure. Additionally, projects chosen for programming in the RTIP must be selected through evaluation criteria that are consistent with the legislative and eligibility requirements of outside funding sources such as the State Transportation Improvement Program (STIP), the Traffic Congestion Relief Program, federal authorization under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
The programming process must be followed properly from the beginning. It is not possible to retroactively program a project that moves forward ahead of the programming process. Once a project gets underway, improper or absent programming is likely to result in that project becoming ineligible for reimbursement. For example, if an agency awards a design contract for a project for which a federal grant is anticipated before having that grant money “programmed” in the RTIP, that agency would be ineligible for reimbursement of those design costs. The amendment process for the RTIP can take as little as a month if the change is minor or “informal” and as long as two to three months if the “formal” amendment involves major changes, such as adding new funding sources. Project delays due to programming amendments could also result in loss of funds if projects exceed local, state, or federal “use-it-or-lose-it” deadlines.

The best way to avoid problems is to build the programming process, initial programming, and potential amendments into the project schedule.

AN OVERVIEW OF TRANSPORTATION FUNDING IN THE SAN DIEGO REGION

The RTP Revenue Constrained Plan, 2006 Update projects that public sector funding for transportation in the San Diego region will total approximately $36 billion over the next 25 years (2006-2030). Public taxes, including federal and state gas taxes and state and local sales taxes, are expected to comprise the majority of these funds.

Figure 2 summarizes the major funding sources projected in the RTP. TransNet local sales tax funds, including pay-as-you-go revenues and revenue bond proceeds, comprise approximately 24 percent of the total. The remaining local funding approximates 42 percent of the $36 billion figure, with state and federal funds providing 22 percent and 12 percent, respectively.
A summary of the major RTP expenditures by category is shown in Figure 3. Transit projects and Highway projects, including the Managed Lanes/HOV facilities, each account for approximately 35 percent of the total. Local street and road projects are estimated to total 27 percent; and the final category of land use, systems management, and demand management strategies totals approximately 3 percent of the nearly $36 billion program.
Every funding source within these categories has its unique requirements frequently targeted toward limited eligible uses and administered by different agencies. The purpose of this funding primer is to detail some of this information in an understandable and readily available reference document.

Public funding for transportation comes from a variety of federal, state, or local sources. There are many agencies involved in the distribution and administration of those funds, and the rules governing each funding source may vary even within the same agency depending on the program. Of course, every agency and every funding source has its own acronym.

Table 1 provides an at-a-glance reference summary of these various funding sources that come under SANDAG’s sphere of influence as the federally-mandated metropolitan planning organization (MPO), the state-identified Regional Transportation Planning Agency (RTPA), or the Governor’s designated recipient of federal transit funds. For some of these sources SANDAG also may serve as a direct grantee and implementing agency. The table is organized by the ultimate source of funding: federal, state, or local. Within each of these categories the summary is further delineated by the particular agency responsible for administering the funds. Each source is identified by its acronym and title. A description of the purpose and eligibility requirements for the funding source followed by estimated annual apportionments, matching requirements, and SANDAG’s role in the funding process is provided for each source.

To further aid in understanding the processes and funding sources, Appendix B provides a glossary of commonly used terms.
**TABLE 1**
TRANSPORTATION FUNDING SOURCES IN THE SAN DIEGO REGION

<table>
<thead>
<tr>
<th>Source</th>
<th>Administering Agency</th>
<th>Purpose/Eligibility</th>
<th>Average Annual Regional Apportionment</th>
<th>Match Required</th>
<th>SANDAG’S ROLE</th>
</tr>
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<tbody>
<tr>
<td><strong>FEDERAL</strong></td>
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</tbody>
</table>
| CMAQ - Congestion Mitigation and Air Quality (CMAQ) | Federal Highway Administration (FHWA)/Caltrans | Transportation capital projects and limited operating subsidies to improve air quality | $31M                                 | 11.47%         | • Allocate regionally  
  • Program in RTIP (consistent with RTP)  
  • Serve as grantee for specified projects |
| STP - Surface Transportation Program (STP)  | FHWA/Caltrans        | • Roadway or transit rehabilitation  
  • Transportation system operational improvements  
  • Highway construction  
  • Transit facilities  
  • Intermodal Port Facilities  
  • ITS Projects/Planning | $33M                                 | 11.47%         | • Allocate regionally  
  • Program in RTIP (consistent with RTP)  
  • Serve as grantee for specified projects |
| HBP - Highway Bridge Program       | FHWA/Caltrans        | Replacement or rehabilitation of roadway bridges                                   | Total $1.9 Billion statewide FY 05 – FY 09 | 11.47%         | Program in RTIP (consistent with RTP) |
| IM - Interstate Maintenance        | FHWA/Caltrans        | Resurfacing, restoration, rehabilitation, and reconstruction of routes on the Interstate System as selected by Caltrans | Varies Annually                       | 10%            | • Program in RTIP                                                                                                                                 |
| Section 130 - Railway Highway Crossings | FHWA/Caltrans    | Projects on state-approved list including:  
  • Hazard elimination at public rail-highway grade crossings  
  • Installation and upgrade of protective devices | Discretionary – Varies Annually                          | 10%            | • Program in RTIP (consistent with RTP)  
  • Serve as grantee for specified projects |
| TE - Transportation Enhancement Program | FHWA/Caltrans     | • Bicycle and pedestrian paths  
  • Restoration of historic transportation facilities  
  • Acquisition of scenic or open space lands next to travel corridors  
  • Mural or other public art  
  • Landscaping | $4.5M                                 | 11.47%         | • Allocate regionally  
  • Program in RTIP (consistent with RTP)  
  • Serve as grantee (potentially) for specified projects |
| CBI - Coordinated Border Infrastructure Program | FHWA/Caltrans   | • Improvements to existing transportation infrastructure  
  • Construction of highways and related safety/safety enforcement related to international trade | Discretionary – Varies Annually                          | Sliding Scale 10% to 20%  
  Usual 11.47% | • Program in RTIP (consistent with RTP)  
  • Program in STIP |
### TABLE 1
TRANSPORTATION FUNDING SOURCES IN THE SAN DIEGO REGION

<table>
<thead>
<tr>
<th>Program</th>
<th>Source</th>
<th>Description</th>
<th>Funding</th>
<th>Allocation</th>
<th>Roles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe Routes to School</td>
<td>FHWA/Caltrans</td>
<td>• Non-infrastructure activities to encourage walking and bicycling to school&lt;br&gt;• Infrastructure capital to improve student access by walking or bicycling</td>
<td>Approximately $13M statewide</td>
<td>None</td>
<td>• Program in RTIP (consistent with RTP)&lt;br&gt;• Other roles to be determined when final rules are published</td>
</tr>
<tr>
<td>Demo - High-Priority Projects</td>
<td>FHWA/Caltrans</td>
<td>Transportation projects of special importance to members of Congress</td>
<td>Discretionary – Varies Annually</td>
<td>20%</td>
<td>• Program in RTIP (consistent with RTP)&lt;br&gt;• Serve as applicant/grantee for specified transit projects</td>
</tr>
<tr>
<td>FHWA Pl - Metropolitan Planning Funds</td>
<td>FHWA/Caltrans</td>
<td>Regional transportation planning activities</td>
<td>$2.9M</td>
<td>11.47%</td>
<td>• Serve as applicant/grantee&lt;br&gt;• Program in Overall Work Program (OWP)</td>
</tr>
<tr>
<td>SP&amp;R - State Planning and Research Partnership Planning</td>
<td>FHWA/Caltrans</td>
<td>Specific Planning Projects</td>
<td>Discretionary – Varies Annually</td>
<td>20%</td>
<td>• Serve as applicant/grantee&lt;br&gt;• Program in Overall Work Program (OWP)&lt;br&gt;• Pass through to other agencies as appropriate</td>
</tr>
<tr>
<td>HSIP - Highway Safety Improvement Program</td>
<td>FHWA/Caltrans</td>
<td>• Highway/roadway safety improvements&lt;br&gt;• High-risk rural roads&lt;br&gt;• Railway-Highway Crossing</td>
<td>Total of $384M statewide FY 06 – FY 09</td>
<td>0% to 10% Sliding scale</td>
<td>• Program in RTIP (consistent with RTP)&lt;br&gt;• Other roles to be determined when final rules are published</td>
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<tr>
<td>TCSP – Transportation, Community, and System Preservation</td>
<td>FHWA</td>
<td>Projects in response to requests for proposals. Projects should integrate transportation, community, and system preservation plans and practices that:&lt;br&gt;• Improve efficiency&lt;br&gt;• Reduce environmental impacts&lt;br&gt;• Reduce need for costly infrastructure improvements&lt;br&gt;• Provide access to jobs, services, and centers of trade&lt;br&gt;• Examine community development patterns&lt;br&gt;• Encourage private sector development</td>
<td>Discretionary – Varies Annually</td>
<td>20% Subject to sliding scale</td>
<td>• Develop TCSP Plans&lt;br&gt;• Program in RTIP (consistent with RTP)&lt;br&gt;• Serve as grantee</td>
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<tr>
<td>FTA Section 5303 - Federal Transit Act Metropolitan Planning</td>
<td>Federal Transit Administration (FTA)</td>
<td>Ongoing related planning activities related to transportation</td>
<td>$0.8M</td>
<td>11.47%</td>
<td>• Serve as applicant/grantee&lt;br&gt;• Program in Overall Work Program (OWP)</td>
</tr>
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### TABLE 1
TRANSPORTATION FUNDING SOURCES IN THE SAN DIEGO REGION

<table>
<thead>
<tr>
<th>Source Description</th>
<th>FTA/Agency</th>
<th>Fund Use</th>
<th>Allocation</th>
<th>Notes</th>
</tr>
</thead>
</table>
| FTA Section 5307 - Federal Transit Act Urbanized Area Formula Program              | FTA        | • Transit capital  
• Transit preventive maintenance  
• Transit planning  
• Capital cost of operations contracts  
• ADA paratransit service | $47.6M     | 20%  
(17% for buses meeting Clean Air Act and Americans with Disabilities Act [ADA] requirements)  
• Allocate regionally  
• Program in RTIP (consistent with RTP)  
• Serve as grantee for specified transit projects |
| RAIL Mod - Federal Transit Act Fixed Guideway Modernization Program Under Section 5309 | FTA        | • Rail capital  
• Rail preventive maintenance  
• For existing systems/segments in operations for at least 7 years | $15.1M     | 20%  
• Allocate regionally  
• Program in RTIP (consistent with RTP)  
• Serve as grantee for specified projects |
| FTA Section 5313 - State Planning and Research under Federal Transit Act Section 5313[b] | FTA        | Specific planning projects addressing federal emphasis areas | Discretionary – Varies Annually 11.47% |  
• Program in OWP (consistent with RTP)  
• Serve as grantee for specified projects |
| FTA Bus Discretionary – Federal Transit Act Bus and Bus-Related Capital Program under Section 5309 | FTA        | Bus capital projects identified as priorities for members of Congress | Discretionary – Varies Annually 20% |  
• Program in RTIP (consistent with RTP)  
• Include in Legislative Program  
• Serve as grantee for specified projects |
| FTA New Starts - Federal Transit Act Fixed Guideway New Starts and Small Starts Program under Section 5309 | FTA        | • New rail lines or extensions  
• New BRT Fixed Guideway  
• Other BRT (Small Starts) | Discretionary – Varies Annually 20% (This represents the minimum legal match. Successful applicants likely to have at least a 50% match) |  
• Program in RTIP (consistent with RTP)  
• Include in Legislative Program  
• Prepare New Starts documentation  
• Serve as grantee for specified projects |
| FTA Section 5310 - Federal Transit Act Elderly/Persons With Disabilities Program | FTA/Caltrans | • Vans  
• Vehicle equipment  
• Computer equipment and software for support of service | Discretionary – Varies Annually 20% |  
• Develop transportation plan  
• Call for regional projects  
• Rate and rank regional projects for state consideration |
| FTA Section 5311 - Federal Transit Act Rural Transit Program | FTA/Caltrans | • Rural transit capital  
• Rural transit operations | $600K 20% |  
• Allocate regional funds  
• Program in RTIP |
| FTA Section 5311 (f) - Intercity Bus Program | FTA/Caltrans | • Capital funding for rural transit accessing urban core  
• Operations for rural to urban transit service | Discretionary – Varies Annually  |  
• Approve transit agency grant submittal  
• Program in RTIP upon approval of grant |
| FTA JARC – Federal Transit Act Jobs | FTA        | • Transit capital  
• Transit operations | $1.4M 50% |  
• Develop transportation plan  
• Call for regional projects |
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<th>TABLE 1</th>
<th>TRANSPORTATION FUNDING SOURCES IN THE SAN DIEGO REGION</th>
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<tbody>
<tr>
<td><strong>Access and Reverse Commute Program – under Section 5316</strong></td>
<td>• Projects/service providing transportation to employment for low-income individuals</td>
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<td><strong>FTA New Freedom Program – under Federal Transit Act Section 5317</strong></td>
<td>FTA</td>
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<tr>
<td><strong>TSGP - Transit Security Grant Program</strong></td>
<td>Department of Homeland Security (DHS)</td>
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<td><strong>STATE</strong></td>
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<td><strong>STIP-RIP - State Transportation Improvement Program: Regional Improvement Program</strong></td>
<td>CTC/Caltrans</td>
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<td><strong>STIP-IIP - State Transportation Improvement Program: Interregional Improvement Program</strong></td>
<td>CTC/Caltrans</td>
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<td><strong>SHOPP - State Highway Operations and Protection Program</strong></td>
<td>Caltrans</td>
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<td><strong>TCRP - Traffic Congestion and Relief Program</strong></td>
<td>CTC/Caltrans</td>
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<td><strong>STA - State Transit Assistance</strong></td>
<td>Caltrans/San Diego County</td>
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<td><strong>FSP - Freeway Service Patrol</strong></td>
<td>Caltrans</td>
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<td><strong>Proposition 42 - Subvention to Local Agencies</strong></td>
<td>Caltrans</td>
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<tr>
<td>LOCAL</td>
<td>Source</td>
</tr>
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</tr>
</tbody>
</table>
| APCD - Vehicle Registration Fees | Air Pollution Control District | • Clean Air Transportation Services  
• Clean Air Vehicles | Discretionary - One Time Funding | • Serve as grantee on specified projects |
| FasTrak – I-15 Carpool Lane Tolls | SANDAG | • I-15 corridor transit service improvements  
• I-15 corridor transit capital improvements | none | |
| TDA - Transportation Development Act | County of San Diego/SANDAG | • Transit Capital  
• Transit Operations  
• Transit Planning  
• Specialized transit services coordination  
• Bicycle/pedestrian facilities | none | |
| TransNet (1987) | SANDAG | • Off the top $1M for bicycle projects and up to 1% for administration  
• 1/3 Transit Rail Capital and Transit Operating  
• 1/3 Local Streets and Roads  
• 1/3 Highway | $240M | |
| TransNet (2004) Administration | SANDAG | Up to 1% for SANDAG administration of TransNet program | $2.9M (2009) | |
| TransNet (2004) Independent Taxpayer Oversight Committee (ITOC) | SANDAG | Auditing and other oversight of TransNet Program | $0.3M (2009) | |
| TransNet (2004) Bicycle and Pedestrian | SANDAG | Bikeway and pedestrian projects:  
• Design  
• Right-of-Way  
• Facilities  
• Promotion  
• Safety | $5.8M (2009) | |
(Measure anticipates 50% match over life of sales tax) |
<table>
<thead>
<tr>
<th>Program</th>
<th>Funding Source</th>
<th>Funding Description</th>
<th>Funding Amount</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>• Work with Caltrans to identify habitat</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• Program in RTIP</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• Maintain cash flow through Plan of Finance</td>
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<td></td>
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<td>• Collect and distribute revenues</td>
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<td>• Maintain and audit records</td>
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<td>• Program in RTIP</td>
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<td>• Collect and distribute revenues</td>
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<td>• Maintain and audit records</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TransNet (2004) Transit Services</td>
<td>SANDAG</td>
<td>Transit operations</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Program in RTIP</td>
<td></td>
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<td></td>
<td></td>
<td>• Collect and distribute revenues</td>
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<tr>
<td></td>
<td></td>
<td>• Maintain and audit records</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TransNet (2004) Senior Grant (Mini-grant program)</td>
<td>SANDAG</td>
<td>Operating or capital for specialized service to seniors</td>
<td>$1.5M (2009)</td>
<td>To be Determined</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Develop transportation plan</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• Call for/select projects</td>
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<tr>
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<td></td>
<td>• Program in RTIP</td>
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<td></td>
<td>• Collect and distribute revenues</td>
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<td></td>
<td></td>
<td>• Maintain and audit records</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TransNet (2004) Local Street and Road Program</td>
<td></td>
<td>No more than 30% for maintenance</td>
<td>$80M (2009)</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Program in RTIP</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• Maintain and audit records</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• Work with Caltrans/agencies identify eligible land banks</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• Collect and distribute revenues</td>
<td></td>
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<td>• Maintain and audit records</td>
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<td></td>
<td></td>
<td>• Call for/select projects</td>
<td></td>
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<td></td>
<td></td>
<td>• Program in RTIP</td>
<td></td>
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<td></td>
<td></td>
<td>• Collect and distribute revenues</td>
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<tr>
<td></td>
<td></td>
<td>• Maintain and audit records</td>
<td></td>
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</tr>
</tbody>
</table>
# APPENDIX A
## TRANSPORTATION PROJECT EVALUATION CRITERIA

The following table displays project evaluation criteria that have been used to select and prioritize projects for funding. These criteria are reviewed continuously and will be refined with the development of the 2007 RTP Update. New criteria are currently in development that address project categories such as grade separations and transit capital.

<table>
<thead>
<tr>
<th>Activity/Funding</th>
<th>Criteria</th>
<th>Explanation</th>
</tr>
</thead>
</table>
| FY 2006 Land Management Evaluation Criteria (December 2005)                      | 1) Sites support rare vegetation types or populations of narrow endemics  
2) Critical linkage parcels or regional wildlife corridor  
3) Success of long-term management activities is likely  
4) Lack of management on the site may affect species  
5) Dedicated staff willing to assume long-term management  
6) Percentage of matching contributions                                                                 | These criteria apply only after affirmative answers to all of the following:  
   a) Is the project biologically significant?  
   b) Is the project area at risk of further degradation if no management is provided?  
   c) Is funding necessary to complete the project as verified by the Wildlife Agency?                                                                                                           |
| 2007 Transportation Development Act (TDA) and TransNet Bicycle and Pedestrian Projects (March 2006) | 1) Community Support/Consistency with Community Plan  
7) Minimum Design Standards  
8) Project Readiness  
9) Geographic/GIS Analysis  
10) Completes/Links to Existing Bicycle Network  
11) Safety Improvements  
12) Innovation and Design  
13) Regional Transportation Corridor or Transit Linkage  
14) Matching Funds  
15) Cost Benefit  
16) RHNA (Regional Housing Needs Assessment) bonus | 1) Pass-Fail category. Policy Board Resolution or Bicycle Plan required  
2) Caltrans Highway Design Manual  
3) Points for each complete phase: feasibility study, preliminary engineering, environmental clearance, and final design  
4) Distance to population densities, employment, and activity centers  
5) Provides segment for approved facility  
6) Points for history of crash incidents  
7) Bicycle priority measures, etc.  
8) Points only for those projects connecting or part of RTP corridor  
9) Match funds as a factor of cost  
10) Total benefits as measured by above criteria divided by grant application amount  
11) Provisions of lower-income housing                                                                 |
### APPENDIX A
TRANSPORTATION PROJECT EVALUATION CRITERIA

<table>
<thead>
<tr>
<th>Activity/Funding</th>
<th>Criteria</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pilot Smart Growth Incentive Program Project Evaluation Criteria (2005)</strong></td>
<td>Project Screening: 1) Local Commitment/Authorization 2) Funding Commitment 3) Funding Eligibility</td>
<td>Project Screening: 1) Policy board authorization and commitment of staff resources and match. 2) Funding for related improvements in place. 3) Must meet federal eligibility guidelines.</td>
</tr>
<tr>
<td></td>
<td>Project Evaluation: 4) Project Readiness 5) Smart Growth Area Land Use Characteristics 6) Quality of Proposed Project 7) Matching Funds 8) RHNA (Regional Housing Needs Assessment) bonus</td>
<td>Project Evaluation: 4) Points for each complete phase: feasibility study, preliminary engineering, environmental clearance, and final design. 5) Points for each: development intensity, land use and transportation, urban design, related land development, and affordable housing. 6) Points for each: pedestrian access, bicycle access, transit facility improvements, streetscape enhancements, traffic calming features, and parking improvements. 7) Comparative amount of matching funds amongst proposed projects. 8) Provisions of lower-income housing.</td>
</tr>
</tbody>
</table>
## APPENDIX A
### TRANSPORTATION PROJECT EVALUATION CRITERIA

<table>
<thead>
<tr>
<th>Activity/Funding</th>
<th>Criteria</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Highway Corridor Evaluation Criteria (March 2002) (RTP)</strong></td>
<td>Quantitative: 1) Cost to Complete/Person Miles Traveled 2) Cost to Complete/Travel Time Saving Qualitative: 3) Critical Freeway Link 4) Addresses High Accident Rate 5) High Truck Usage 6) Serves Major Employment Areas 7) Encourages Smart Growth 8) Encourages Use of Other Than Single-Occupant Vehicle 9) Compatibility with Adopted Habitat Preservation Plan 10) Minimizes Community Impacts</td>
<td>Quantitative: 1) PMT incorporates amount of traffic and average vehicle occupancy 2) Compares impact each newly completed corridor to a systemwide baseline Qualitative: 3) Traffic volumes on in interregional freeways or segments lacking parallel arterials 4) Comparison to state accident rate 5) Compares daily truck volumes 6) Proximity to existing/planned industrial/commercial areas 7) Proximity to existing/planned Smart Growth areas 8) Supports Regional Transit Vision 9) Avoids or minimizes impacts on preserve or natural areas 10) Minimal percentage of immediately adjacent residential land use</td>
</tr>
</tbody>
</table>
APPENDIX B
GLOSSARY

The following are commonly used terms related to transportation funding.

**ADA**  Americans with Disabilities Act: 1990 federal civil rights legislation for disabled persons that requires public transportation systems to be more fully accessible, including the provision of paratransit service.

**Allocate**  The process for assigning shares of funding to agencies or transportation project sponsors. Also, the formal action by which the California Transportation Commission (CTC) allows a previously approved transportation project to proceed.

**APCD**  Air Pollution Control District: A government agency that regulates sources of air pollution within San Diego County. The County Board of Supervisors sits as the Air Pollution Control Board. The mission of the APCD is to protect the public from the harmful effects of air pollution, achieve and maintain air quality standards, foster community involvement, and develop and implement cost-effective programs meeting state and federal mandates, considering environmental and economic impacts.

**Appropriate**  An act by the State Legislature or Congress to provide budgeted funds to programs that have been previously authorized by other legislation. The amount of funding appropriated may be less than what was authorized.

**Article XIX Restriction**  This provision in the California Constitution limits the use of state gasoline tax revenues to projects related to roadway (including bicycle and pedestrian projects) or fixed guideway (rail or trolley coach) improvements.

**Authorize**  An act by Congress that creates the policy and structure of a program, including formulas and guidelines for awarding funds. Authorizing legislation (such as TEA-21) may set an upper limit on program spending or may be open ended. Revenues to be spent under an authorization must be appropriated annually by separate legislation.

**Caltrans**  California Department of Transportation: The state agency responsible for building, maintaining, and operating state highways and certain intercity rail services, among other things.

**Capital Funds**  Funding dedicated to new projects or projects to improve or replace elements of the transportation system, including freeway widenings, rail extensions, transit station improvements, new bicycle and pedestrian lanes, and so forth. (Also see "Operating Funds")

**CMAQ**  Congestion Mitigation and Air Quality Improvement Program: A pot of federal money contained in TEA-21 for projects and activities that reduce congestion and improve air quality.

**County Minimums**  A formula in state law that requires a minimum return of STIP revenues to counties based on population and state highway miles.

**CTC**  California Transportation Commission: A state-level board that sets state spending priorities for highways and transit and allocates funds. Its nine members are appointed by the governor.

**DHS**  Department of Homeland Security: Federal cabinet-level department that combined various agencies with responsibilities for national security.

**Expenditure**  In transportation terms, this is any allowable expense associated with a project or program.

**Farebox**  The revenues collected by transit operators from passenger fares.
**APPENDIX B**  
**GLOSSARY**

**FasTrak** SANDAG revenues from tolls paid by drivers of single-occupancy vehicles to utilize the I-15 High-Occupancy-Vehicle (HOV) lanes. The revenues are collected via electronic transponders, and are net of the cost of operations of the HOV lanes.

**FHWA** Federal Highway Administration: See U.S. DOT.

**Flexible Funding** Unlike funding that flows only to highways or only to transit by a rigid formula, this is money that can be invested on a range of transportation projects. Examples of flexible funding categories include the STP and CMAQ on the federal level and RIP on the state level.

**FSP** Freeway Service Patrol: An ongoing program to provide a roving tow and motorist aid service. Designed to assist or remove stranded and disabled vehicles on designated urban freeways and state roadways during the peak-period commute hours, this service is operated by SANDAG in cooperation with Caltrans and the California Highway Patrol.

**FTA** Federal Transit Administration: See U.S. DOT.

**FY** Fiscal Year: Annual schedule for keeping financial records and for budgeting transportation funds. California's and SANDAG's fiscal year runs from July 1 through June 30, while the federal fiscal year runs from Oct. 1 through Sept. 30.

**HSIP** Highway Safety Improvement Program: A federal funding program, begun in Fiscal Year 2006, to achieve significant reductions in traffic fatalities and serious injuries on public roads. These funds are apportioned to the State.

**IIP** Interregional Improvement Program: A state funding category for intercity rail, interregional road or rail expansion projects outside urban areas, or projects of statewide significance. IIP moneys become part of a funding program known as the ITIP (see below).

**IM** Interstate Maintenance: Federal funds allocated to Caltrans for resurfacing, restoring, rehabilitating, and reconstructing routes along the Interstate System.

**Intermodal** A mode is a particular form of transportation, such as automobile, transit, ship, bicycle, and walking. Intermodal refers specifically to the connections between modes.

**ITIP** Interregional Transportation Improvement Program: A state funding program for IIP funds. Caltrans nominates and the CTC approves a listing of interregional highway and rail projects for 25 percent of the funds to be programmed in the STIP (the other 75 percent are RIP funds).

**MPO** Metropolitan Planning Organization: A federally required planning body responsible for the transportation planning and project selection in its region; the governor designates an MPO in every urbanized area with a population of over 50,000 people. SANDAG is the San Diego region’s MPO.

**Multimodal** Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place, be it by truck, train, bicycle, automobile, airplane, bus, boat, foot, or even a computer modem.

**NHS** National Highway System: This approximately 160,000-mile network consists of the 42,500 miles of the Interstate system, plus other key roads and arterials throughout the United States. Designated by Congress in 1995 pursuant to a requirement of the Intermodal Surface Transportation Efficiency Act, the NHS is designed to provide an interconnected system of principal routes to serve major travel destinations and population centers. The NHS is also a funding category in TEA-21.
**APPENDIX B**

**GLOSSARY**

**North/South Split** A requirement in state law governing how STIP funds are divided within California, with 60 percent of funds going to the South and 40 percent of the funds going to the North.

**Obligate** 1. The way project sponsors spend money, typically by putting their project under contract for construction. Often funding programs come with restrictions that require a project sponsor to oblige funds in a timely manner or lose the funds. 2. The action by which state and federal funding agencies commit funds via contract with project sponsors.

**Operating Funds** Moneys used to fund general, day-to-day costs of running transportation systems. For transit, costs include fuel, salaries, and replacement parts; for roads, operating costs involve maintaining pavement, filling potholes, paying workers’ salaries, and so forth. (Also see “Capital Funds”)

**OWP** Overall Work Program: Annual listing of planning projects to be undertaken in the region utilizing federal and state planning funds.

**Paratransit** Specialized transit service providing service on request from trip origin to trip destination.

**Performance Measures** Objective quantifiable criteria used to evaluate the performance of the transportation system and to determine how well planned improvements to the system are achieving the established objectives.

**Program** 1. verb: To assign funds to a project that has been approved by MTC, the state, or other agency. 2. noun: a system of funding for implementing transportation projects or policies, such as through the State Transportation Improvement Program (see STIP).

**Proposition 42** Voter initiative passes in 2002, which dedicates the sales tax on gasoline to transportation projects. The revenues are distributed: 40 percent to the State Transportation Improvement Program (STIP), 40 percent to local streets and roads, and 20 percent to public transportation.

**Reverse Commute** Travel in the direction opposite to the main flow of peak-period commute traffic.

**Return to Source** A requirement with some funding programs (such as TDA) that the money flow back to the county where it originated from tax revenues.

**RIP** Regional Improvement Program: State funding category created by SB 45 that can be used for a variety of projects, including for freeways, carpool lanes, rail lines, transit stations, and road rehabilitation. RIP funds become part of a funding program known as the RTIP (see below).

**RTIP** Regional Transportation Improvement Program: 1. SANDAG 5-year program of transportation projects funded with federal, state, and local funds. Updated every two years, the projected impact of this program of projects on the region’s air quality must be analyzed with each update and amendment. All regionally significant projects must be identified in the RTIP before they are undertaken.

**RTP** Regional Transportation Plan: A blueprint to guide the region’s transportation development for a 20-year period. Updated every two years, it is based on projections of growth and travel demand coupled with financial projections. Required by state and federal law.

**RTPA** Regional Transportation Planning Agency: A state-designated agency responsible for preparing the Regional Transportation Plan and the Regional Transportation Improvement Program, administering state funds, and other tasks. SANDAG is the San Diego region’s RTPA.

**SAFETEA-LU** Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The 2006 law by which Congress authorized the surface transportation programs to continue for a six-year period. This law defines the programs for the FHWA and FTA and sets maximum funding levels for each program from FY 2006 through 2011.
**APPENDIX B**

**GLOSSARY**

**San Diego Region** An area designated by the federal and state governments for purposes of planning and funding allocations. While many officially designated regions include multiple counties, the San Diego Region consists of all areas within San Diego County and no others.

**SB 45** Senate Bill 45: 1997 state legislation that streamlined the STIP and transferred from the state to metropolitan regions more authority in deciding how to invest transportation funds.

**Self-Help Counties** A term used to describe counties that have taken the initiative to supplement available state and federal funds by enacting local voter-approved funding mechanisms—such as half-cent sales taxes—to pay for transportation improvements. The voters of San Diego County have twice decided to commit local taxes to improve transportation in the County: first in 1987 with the original TransNet (see TransNet definition) measure, and then again with passage of the TransNet Extension approved in 2004.

**SHOPP** State Highway Operations and Protection Program: State funding category used by Caltrans to maintain and operate state highways.

**Smart Growth** A compact, efficient, and environmentally-sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from rural areas and closer to existing and planned job centers and public facilities.

**STA** State Transit Assistance: State funding program for mass transit operations and capital projects derived from share of the state sales tax on gasoline.

**STIP** State Transportation Improvement Program: The listing of state-funded projects, approved and overseen by the CTC, that combines various RTIPs from around the state and adding Caltrans' proposed ITIP. Covering a four-year span and updated every two years, the STIP determines when and if transportation projects will be funded by the state.

**STP** Surface Transportation Program: One of the key funding programs in SAFETEA-LU. STP monies are "flexible," meaning they can be spent on mass transit, pedestrian and bicycle facilities, as well as on roads and highways.

**TCRP** Traffic Congestion Relief Program: State funding program for legislatively-identified transportation projects and programs.

**TCSP** Transportation, Community, and System Preservation Program: Federal discretionary funding program intended to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.

**TDA** Transportation Development Act: State law enacted in 1971. TDA funds are generated from a tax of one-quarter of one percent on all retail sales in each county; used for transit, special transit for disabled persons, and bicycle and pedestrian purposes, they are collected by the state and allocated by SANDAG in the San Diego region to fund transit operations and programs.

**TE** Transportation Enhancement: A SAFETEA-LU funding category. Ten percent of STP monies must be set aside for projects that enhance the compatibility of transportation facilities with their surroundings. Examples of TEA projects include bicycle and pedestrian paths, restoration of rail depots or other historic transportation facilities, acquisition of scenic or open-space lands next to travel corridors, and murals or other public art projects. (Also see Transit Enhancements.)

**TEA-21** Transportation Equity Act for the 21st Century: Passed in 1998 and superseded by SAFETEA-LU, this was the federal authorizing legislation for FHWA and FTA.

**Transit Enhancements** A requirement of TEA-21, continued in SAFETEA-LU, transit funding programs must use at least 1 percent of their Section 5307 funds to enhance the travel experience for public transit riders.
Eligible projects include bus shelters, increased access by persons with disabilities, public art, rehabilitation and renovation of historic transit facilities and vehicles, landscaping, and bicycle and pedestrian access.

**TransNet** A half-cent sales tax originally approved by the voters of San Diego County in 1987 with 20-year expiration. In 2004, the voters of the County chose to extend the half-cent sales tax another 40 years beyond the original expiration dates.

**U.S. DOT** United States Department of Transportation.
# Statewide Infrastructure Bond Measures Fact Sheet

**November 2006 Statewide Ballot Measures**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prop. 1A</td>
<td>Protection of Proposition 42 funds (SCA 7)</td>
<td>$19,925 billion</td>
</tr>
<tr>
<td>Prop. 1B</td>
<td>Transportation, Air Quality and Port Security (SB 1266)</td>
<td>2.850 billion</td>
</tr>
<tr>
<td>Prop. 1C</td>
<td>Housing and Emergency Shelter (SB 1689)</td>
<td>10.416 billion</td>
</tr>
<tr>
<td>Prop. 1D</td>
<td>K-12/University Facilities (AB 127)</td>
<td>4.090 billion</td>
</tr>
<tr>
<td>Prop. 1E</td>
<td>Flood Prevention (AB 140)</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$37.281 billion</strong></td>
</tr>
</tbody>
</table>

## Transportation

**Infrastructure Bond: SB 1266 (Perata and Núñez)**

*Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006*

- $4.5 billion for **Corridor Mobility Improvement**, allocated by California Transportation Commission (CTC) for projects in highly congested corridors that expand capacity, enhance operations, or improve travel time; projects must be ready to go by 2012.

- $3.1 billion for **California Ports Infrastructure, Security, and Air Quality Improvement**, allocated by the CTC; includes $2 billion to fund improvements to trade corridors, $1 billion for emission reductions projects in trade corridors, and $100 million for port, harbor, and ferry terminal security improvement grants.

- $2 billion for **State Transportation Improvement Program (STIP) Augmentation**, with $1.5 billion distributed by formula to the regions (STIP-RIP) and $0.5 billion for interregional improvements.
  
  \[ \text{San Diego share: } $109 \text{ million (7.3\%)} \]

- $4 billion for the **Public Transportation Modernization, Improvement, and Service Enhancement**, with $400 million for intercity rail improvements and vehicles and the remaining $3.6 billion in flexible formula funds for transit rehabilitation, replacement, safety, capital projects, bus rapid transit, and rolling stock purchase.
  
  \[ \text{San Diego share: } $222 \text{ million (6.2\%), split } $169 \text{ million MTS and } $53 \text{ million NCTD} \]

- $1 billion in **State-Local Partnership Program**, allocated by the CTC, for projects nominated by a regional transportation planning agency (RTPA); requires a dollar for dollar match of local funds.
  
  \[ \text{TransNet projects eligible} \]
- $2 billion for Local Street and Road Improvement, Congestion Relief, and Traffic Safety, divided equally between cities and counties; allocated by formula to local jurisdictions for the local street and road improvements that relieve congestion, improve traffic safety, prevent deterioration, and expand transit ridership.
  → County of San Diego share: $70 million (7.0%)
  → Cities share: $83 million total (see Table 1 below for detail by city)

- $1 billion for Transit System Safety, Security, and Disaster Response for projects that increase protection against security and safety threat and develop disaster response capacity for public transit systems.

- $1.325 billion for other programs allocated by the CTC, including $125 million for Local Bridge Seismic Retrofit (state match to federal funds); $250 million for Highway-Railroad Crossing Safety Account (high-priority grade crossings); $750 million Highway Safety, Rehabilitation and Preservation (SHOPP); and $200 million for School Bus Retrofit Program.

- $1 billion for State Route 99 improvements through the Central Valley.

**TABLE 1**
Local Street and Road Improvement, Congestion Relief, and Traffic Safety
San Diego Regional Share of $1 Billion Allocated Statewide to Cities

<table>
<thead>
<tr>
<th>City</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>3,053,090</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>6,980,622</td>
</tr>
<tr>
<td>Coronado</td>
<td>865,522</td>
</tr>
<tr>
<td>Del Mar</td>
<td>400,000</td>
</tr>
<tr>
<td>El Cajon</td>
<td>3,135,140</td>
</tr>
<tr>
<td>Encinitas</td>
<td>2,014,322</td>
</tr>
<tr>
<td>Escondido</td>
<td>4,535,705</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>889,172</td>
</tr>
<tr>
<td>La Mesa</td>
<td>1,796,409</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>819,251</td>
</tr>
<tr>
<td>National City</td>
<td>2,046,378</td>
</tr>
<tr>
<td>Oceanside</td>
<td>5,618,210</td>
</tr>
<tr>
<td>Poway</td>
<td>1,626,083</td>
</tr>
<tr>
<td>San Diego</td>
<td>41,899,071</td>
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<tr>
<td>San Marcos</td>
<td>2,344,191</td>
</tr>
<tr>
<td>Santee</td>
<td>1,748,052</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>429,986</td>
</tr>
<tr>
<td>Vista</td>
<td>3,019,814</td>
</tr>
</tbody>
</table>

**TOTAL** $83,221,018
**Proposition 42 Protection – SCA 7 (Torlakson)**

- Continues transfer of annual motor vehicle fuels sales tax to Transportation Investment Fund for public transit, STIP, and cities and county transportation programs.
- Retains suspension clause when (a) Governor proclaims severe state fiscal hardship; (b) Legislature enacts by 2/3rds vote a bill that does not contain any other unrelated provision; and (c) bill provides that loans must be repaid within three years.
- No more than two annual suspensions during any period of ten consecutive fiscal years.
- No new suspension can occur while any prior loan is outstanding.
- All preexisting statutory loans to be repaid over a 10-year period ending in 2016, with at least 1/10 paid each year.

**Public-Private Partnerships – AB 1467 (Nuñez and Perata)**

- Authorizes Caltrans and RTPAs until January 1, 2012 to enter into comprehensive development lease agreements with public and private entities or consortia for four goods movement projects (two north and two south) that may charge toll or user fees; Caltrans and RTPA nominate projects to CTC.
- Also authorizes RTPAs until January 1, 2012, to develop/operate high-occupancy toll (HOT) lanes projects (four total, with two north and two south); RTPAs nominate projects to CTC in cooperation with Caltrans; CTC submits applications for approval by Legislature.
- Requires preparation of annual progress reports by Legislative Analyst's Office (LAO).

**HOUSING AND LAND USE: SB 1689 (Perata and Nuñez)**

*Housing and Emergency Shelter Trust Fund Act of 2006*

$1.5 billion for Affordable Housing Program, including:

- $345 million for loans to local governments and developers for construction and rehabilitation of affordable multifamily housing.
- $295 million for various programs for homeless and disabled persons and foster youth, including $50 million for grants to counties and non-profit entities for emergency shelters and transitional homes for homeless persons; $195 million for loans to local governments and developers for supportive transitional housing for disabled and homeless persons; and $50 million for housing for homeless and emancipated foster youth.
- $135 million loans for local governments and non-profit agencies for farmworker housing.
- $625 million for various homeownership programs, including $300 million for grants and loans for local programs (Cal Home); $200 million for down payment assistance for first-time homebuyers; and $125 million for grants to local governments for down payment assistance programs, in areas where local regulatory barriers have been reduced (BEGIN Program).
- $100 million for a newly created Affordable Housing Innovation Program for grants or loans to sponsoring agencies, to be further defined by future legislation.
$1.35 billion for Planning and Infill Incentives, including:

- $850 million for Regional Planning, Housing, and Infill Incentives, to be further defined by future legislation; of which no more than $200 million may be used for park development in conjunction with infill.

- $300 million in Transit-Oriented Development and Implementation for loans to local governments, transit agencies, and developers to develop infrastructure associated with high density transit-oriented development; projects must have 15 percent minimum affordable housing component within ¼-mile of transit.

- $200 million for Housing Urban-Suburban-Rural Parks for housing-related park grants, to be further defined by future legislation.
Across
1. CMAQ stands for Congestion ______ and Air Quality.
2. SANDAG’s transportation funding comes from federal, state, and ______ sources.
3. The measure going before the voters in the coming November would provide funding for transportation ______.
4. Federal funds authorized under FHWA, such as CMAQ and STP, may be transferred to FTA for transit projects because they are ______ funds.
5. The program of state funded projects is called the ______.
6. ______ regionally significant transportation project, regardless of funding source, must be programmed in the ______.

Down
7. Approximately $36 ______ is expected to be available for transportation projects and programs through 2030.
8. The RTIP must be ______ constrained to known revenues for the first two years.
10. The Regional ______ Plan is where the transportation funding process begins.
11. STA stands for State ______ Assistance.

Blue Jumble
What is the most important quality that policymakers must possess to develop a meaningful transportation plan?

Red Jumble
What is the quality that transportation financial planners must possess to accommodate the ever-changing federal, state and local funding environment?
July 14, 2006 Safety of School Children

In less than 60 days, in early September when schools are beginning, there will be a major change in the bus routes serving the ALLIED GARDENS-GRANTVILLE-NAVAJO communities. These APPROVED bus routes could cause your children to be late for school, for workers to be late for work, and for residents to require more time to complete their trips.

You have an amplified map of the APPROVED bus routes from MISSION VALLEY to SDSU. Concentrate on the RED CIRCLE above the LARGE RED ARROW and the BLUE SQUARE with the RED CIRCLED T beside it.

The RED CIRCLE indicates the REMOVAL of the #14 bus stop from GRANTVILLE Trolley Station. Let’s explore the effects of this DELETION. First, riders from MISSION VALLEY will lose their connection to 43d and EL CAJON in NORTH PARK. Second, riders from NORTH PARK will lose their connection to MISSION VALLEY. Third, up to 30 passengers, including 20 SCHOOL CHILDREN, will be forced to TRANSFER from the #13 bus at CRAWFORD to the #14 bus at ZION on this first business day of operation of this APPROVED schedule at 7:15 a.m. and these 30 passengers will be LATE to their DESTINATIONS.

This delay will occur when the #13 bus makes a right turn on CRAWFORD Street and the driver parks the bus to take a break at the APPROVED BUS TERMINAL. Anyone unfortunate enough to be on this bus at this time will be required to return to the ZION Avenue bus stop to wait for the #14 bus operating on a 30 minute frequency. Note that the 15 minute frequency of the #13 bus will mean that two buses can arrive and depart for each #14 bus arrival. Congestion increases with the arrival of riders to take the WESTBOUND #14 bus.

Until the school year ended in June, there were an average of 30 passengers on the #13 bus that continued on ZION Avenue beyond the ZION Avenue bus stop to WARING Road at 7:15 a.m. Among these were about 20 school children, many of whom attend FOSTER Elementary and LEWIS Middle schools. These passengers will again be on the #13 bus in September when it makes its right turn on CRAWFORD and parks at the APPROVED BUS TERMINAL.

You show goals of reducing costs and increasing ridership. TRIPLING the number of bus trips to KAISER HOSPITAL while DELETING the BUS STOP that would allow passengers to get to their destinations and return to their starting point is not the way to do this.

Bus service on FAIRMOUNT Avenue is the poor man’s alternative to driving on HIGHWAY 15 to get to 43d and EL CAJON in NORTH PARK. DELETING the BUS STOP that allows the NORTH-SOUTH route an easy transfer to the EAST-WEST route is counter-productive. Running empty buses back and forth to KAISER HOSPITAL will not encourage riders if they cannot get back to their point of departure, conveniently.

It’s really sad to see the waste of MILLIONS OF DOLLARS to build the GRANTVILLE Trolley Station and convenient, safe bus access being reduced to a BUS STOP on the way to a BUS TERMINAL on CRAWFORD Street at KAISER HOSPITAL.

Why are you so determined to force bus riders to cross MISSION GORGE ROAD on foot in order to transfer between the two parts of the bus route that YOU broke apart, rather than driving the bus across the street to the BUS STOP that has been in use for more than a year?

With all the MILLIONS of dollars being spent to allow higher volume of vehicle traffic on the roadways, why not invest a little to improve ridership on the buses by restoring the #14 BUS STOP at GRANTVILLE and moving the #13 BUS TERMINAL to GRANTVILLE. If you schedule only two #13 buses to KAISER HOSPITAL per hour, the savings on the other two trips will more than pay for the #14 bus into GRANTVILLE and the number of bus trips to KAISER will be 4 per hour with the #13 and #14 buses combined which is double the number that have existed for the last 9 years.

Don Stillwell, 6308 Rancho Mission Road #173, San Diego, CA 92108 (619) 282-7760
Foster Elementary
Lewis Middle School
Bus Terminal - Crawford

Route 13 - Every 15 minutes
Route 14 - Every 30 minutes

Mission Valley
Grantville Trolley
MTS refuses to route 14 bus 1250 feet into Grantville

Mission Gorge Rd.
Transportation Funding in the San Diego Region

July 2006

OVERVIEW

1) Existing Revenue Sources
2) SB 1266 State Infrastructure
3) Transportation Planning and Programming
Transportation Revenues

2006-2030
$36 Billion

NON-SANDAG
REVENUES - $15.5B
43%

SANDAG REVENUES - $20.5B
57%

Non-SANDAG Revenues

Projected Receipts

<table>
<thead>
<tr>
<th>Source</th>
<th>2006-2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Gas Tax</td>
<td>$7.4B</td>
</tr>
<tr>
<td>General Fund/Misc Fees</td>
<td>$2.2B</td>
</tr>
<tr>
<td>SHOPP</td>
<td>$3.7B</td>
</tr>
<tr>
<td>Proposition 42 (City/County)</td>
<td>$1.1B</td>
</tr>
<tr>
<td>Other</td>
<td>$1.1B</td>
</tr>
<tr>
<td>Total</td>
<td>$15.5B</td>
</tr>
</tbody>
</table>
SANDAG Revenues

$20.5 BILLION

FEDERAL - $4.4B
21.5%

LOCAL - $13B
63.4%

STATE - $3.1B
15.1%

SANDAG Revenues

$20.5 BILLION

Local

State

Federal
SANDAG Revenues

$20.5 BILLION

Bilions

$6.0
$5.0
$4.0
$3.0
$2.0
$1.0
$0.0

- TransNet
- TransNet Bonds
- TDA
- Misc Local
- STIP/STF
- STA
- FTA
- FTA Discretionary
- CMAQ/RSTP
- Misc Federal

Local
State
Federal

SANDAG Local Revenues

Projected Receipts

**Source** | **2006-2030**
---|---
TransNet | $8.7B
Transportation Development Act (TDA) | $3.8B
Miscellaneous Local Funds | $0.5B
Total | $13.0B
Transportation Development Act (TDA)

- ¼ Cent Sales Tax
- Transit’s Primary Subsidy Source
- Off-the-Top Amounts
  - County Administration - $41K
  - SANDAG Regional Planning and Administration - $7.4M
  - Bicycle Pedestrian Program - $2.5M
  - Consolidated Transportation Service Agency - $112K
- Balance $118.5M Allocated to Transit Agencies by Population

SANDAG Revenues

- $20.5 BILLION
- Local
- State
- Federal
SANDAG State Revenues

Projected Receipts

<table>
<thead>
<tr>
<th>Source</th>
<th>2006-2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>STIP/TCRP</td>
<td>$1.8B</td>
</tr>
<tr>
<td>State Transit Assistance (STA)</td>
<td>$0.5B</td>
</tr>
</tbody>
</table>

State Transit Assistance History
For the San Diego Region

[Graph showing State Transit Assistance history from FY 1997 to FY 2006]
### SANDAG State Revenues

#### Projected Receipts

<table>
<thead>
<tr>
<th>Source</th>
<th>2006-2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>STIP/TCRP</td>
<td>$1.8B</td>
</tr>
<tr>
<td>State Transit Assistance (STA)</td>
<td>$0.5B</td>
</tr>
<tr>
<td>Miscellaneous State Funds</td>
<td>$0.8B</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$3.1B</strong></td>
</tr>
</tbody>
</table>

### SANDAG Revenues

- **$20.5 BILLION**

- **Billions**
  - Local
  - State
  - Federal

- **Sources**
  - TransNet Bonds
  - TDA
  - Misc Local
  - STIP/TCRP
  - STA
  - Misc State
  - FTA Formula
  - FTA Discretionary
  - CMAQ/STEP
  - Misc Federal
SANDAG Federal Revenues

Projected Receipts

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<th>Source</th>
<th>2006-2030</th>
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<tr>
<td>FTA Formula Funds</td>
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<tr>
<td>FTA Discretionary</td>
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<tr>
<td>FHWA Flexible Funds (CMAQ and STP)</td>
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<tr>
<td>Miscellaneous Federal</td>
<td>$0.8B</td>
</tr>
<tr>
<td>Total</td>
<td>$4.4B</td>
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</tbody>
</table>

State Infrastructure Bond

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Regional Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>$4.5B Corridor Mobility</td>
<td>$360M</td>
</tr>
<tr>
<td>$3.1B Ports, Security, &amp; Air Quality</td>
<td>$248M</td>
</tr>
<tr>
<td>$2B STIP</td>
<td>$109M</td>
</tr>
<tr>
<td>$4B Public Transportation</td>
<td>$222M</td>
</tr>
<tr>
<td>$1B for Transit Safety Security &amp; Disaster Preparedness</td>
<td>$80M</td>
</tr>
</tbody>
</table>
### State Infrastructure Bonds

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Regional Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1B State-Local Partnership</td>
<td>$80M</td>
</tr>
<tr>
<td>$125M Local Bridge Retrofit</td>
<td>$8M</td>
</tr>
<tr>
<td>$250M Highway RR Crossing Safety</td>
<td>$20M</td>
</tr>
<tr>
<td>$750M SHOPP</td>
<td>$20M</td>
</tr>
<tr>
<td>$2B Local Streets and Roads</td>
<td>$153M</td>
</tr>
<tr>
<td>$1B State Route 99</td>
<td>- -</td>
</tr>
<tr>
<td>$200M School Bus Retrofit</td>
<td>- -</td>
</tr>
</tbody>
</table>

---

### How Does SANDAG Decide Where to Invest the Region’s Transportation Revenues?
MOBILITY 2030 Vision
A transportation system that:

- Moves people and goods
- Provides travel choices
- Preserves resources
- Is efficiently managed

MOBILITY 2030 Goals

Reliability  |  Sustainability
---|---
Equity  |  Efficiency
Accessibility  |  Livability
MOBILITY 2030
Performance Measures

• Quantitative measures that will serve to benchmark future performance of networks

MOBILITY 2030
Project Evaluation Criteria

• Highway Corridors
• Freeway/HOV Connectors
• Transit Services
• Regional Arterials
The Programming Process

- RTP Consistency
- SANDAG/Priorities Requirements

SANDAG Priorities/Requirements

- Programmatic Priorities
- TransNet Measure Programs
- Early Action Program
  - 85% STIP, CMAQ, STP
  - 90% of TransNet to EAP Criteria
SANDAG Priorities/Requirements

- Near-term Project Evaluation Criteria
  - Smart Growth Incentive Program
  - TDA/TransNet Bicycle and Pedestrian Program
  - EMP/Land Management

The Programming Process

1. RTP Consistency
2. SANDAG Priorities/Requirements
3. Federal and State Requirements
Federal and State Requirements

- Federal and State Legislative Mandates
- Budgetary Constraints
- Eligibility Criteria

The Programming Process

1. RTP Consistency
2. SANDAG Priorities/Requirements
3. Federal and State Requirements
4. RTIP/Annual Programs
RTIP

- 5 year program of projects
- Every significant transportation project regardless of funding
- Must be fiscally constrained
- Air quality conformity determination

Federal and State Approvals

RTP and RTIP review processes:

- State of California
- Federal Highway Administration
- Federal Transit Administration
Paying for Transportation

Solutions to Jumble Puzzles
Transportation Funding in the San Diego Region

June 2006
A Primer on Transportation Funding in the San Diego Region

July 2006
INTRODUCTION

An understatement: “Transportation funding in California is complicated.”

State, federal, and local transportation funding programs must constantly evolve as the economy expands and contracts, as new resources are identified, and as legislative mandates are enacted. While some funding programs change, others terminate and new ones are created. The result is a growing list of funding sources and related rules. A virtual Alphabet Soup of acronyms now identifies these programs, and it is no simple task for policymakers and transportation professionals to keep up with the changes. This document is intended to assist in that endeavor by providing a guide to public sector transportation funding programs that are now paying for or are anticipated to be available for transportation projects and programs in the San Diego region.

Following this introduction, this handbook describes the regional transportation planning and programming processes. These processes comprise the initial step in implementing transportation policy, and an understanding of transportation planning and programming is essential to developing funding plans for major projects.

The final section of this handbook includes a discussion of transportation funding sources. The discussion begins with a brief overview followed with an extensive listing of specific funding sources. For easy reference, each funding program is identified by its original source—federal, state, or local revenues. The descriptive information for each program includes the funding agency, eligible activities, match requirements, and SANDAG’s role within the funding process. With few exceptions, these funding sources must be programmed by SANDAG, i.e., included in the Regional Transportation Improvement Program, or RTIP. The RTIP is discussed at greater length in the Planning and Programming section. In most cases, SANDAG is responsible for allocating monies to various agencies, projects, and programs. In some cases, SANDAG is also a recipient or grantee of certain funds for regional planning and capital purposes.

THE PLAN, THE PROGRAM, AND THE PROJECTS

The transportation planning and programming process has been established by federal regulation, which charges the metropolitan planning agency “to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP) that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems. . . “ The following is a description of how SANDAG approaches that charge:

The SANDAG Regional Transportation Plan (RTP)
MOBILITY 2030: THE TRANSPORTATION PLAN FOR THE SAN DIEGO REGION (adopted in April 2003 and updated in December 2006) is SANDAG’s RTP. The process for developing the RTP began with formulation of a transportation vision for the region:

The MOBILITY 2030 vision is to develop a flexible transportation system that focuses on moving people and goods—not just vehicles. The vision is to provide more convenient, fast, and safe travel choices for public transit, ridesharing, walking, biking, private vehicles, and freight. It commits the region to preserve its existing transportation resources and manage the regional transportation system efficiently.
With this vision in mind, the SANDAG Board approved seven policy goals which are, in order of priority:

**Mobility** – Improve the mobility of people and freight

**Accessibility** – Improve accessibility to major employment and other regional activity centers

**Reliability** – Improve the reliability and safety of the transportation system

**Efficiency** – Maximize the efficiency of the existing and future transportation system

**Livability** – Promote livable communities

**Sustainability** – Minimize effects on the environment

**Equity** – Ensure an equitable distribution of the benefits among various demographic and user groups

MOBILITY 2030 identifies performance measures which are used to develop performance targets for future years and against which we will benchmark our progress toward meeting the Plan’s policy goals and objectives. The success of MOBILITY 2030 will be measured through a performance monitoring system that tracks how well our transportation system is functioning and identifies opportunities for near-term improvements. This system of performance monitoring also is useful for refining the decision-making processes that are used to select individual transportation projects and investments.

The RTP identifies projects to be included in the plan dependent upon funding scenarios (described below) by applying project evaluation criteria. These long-term RTP project evaluation criteria are identified in Appendix A.

SANDAG’s 2003 RTP consists of three different plans based on three funding scenarios: Revenue Constrained, Reasonably Expected Revenue, and Unconstrained Revenue.

**Revenue Constrained Scenario:** Federal planning regulations require the development of a revenue constrained plan. Such a plan is based only on current sources and levels of federal, state, and local transportation revenue projected out to the year 2030. This scenario includes federal and state formula funds as well as federal and state discretionary funds for existing projects. However, future increases in federal and state gas taxes or the establishment of other new revenue sources were not included in the 2003 revenue constrained scenario. Nor was the extension of the local TransNet sales tax program beyond its original 2008 expiration date. The constrained plan was updated in December 2006 to comply with then prevailing federal rules that required the RTP to be updated every three years. Federal statute has since changed that requirement to every four years. Since the voters of San Diego, in 2004, approved a 40-year extension of the TransNet sales tax, the 2006 Constrained Plan Update includes revenues and revenue bond capacity expected to be generated by this measure.

**Reasonably Expected Revenue Scenario:** The Reasonably Expected Revenue scenario is a more optimistic forecast, which includes all the sources of funding in the revenue constrained forecast, plus additional sources of transportation revenue that are reasonably expected to become available through 2030. In the 2003 RTP, the additional sources included an extension of the TransNet ½ percent transportation local sales tax through 2030, higher levels of state and federal discretionary funds, and
increases in state and federal gas taxes based on historical trends. This more optimistic scenario is the basis for MOBILITY 2030: THE TRANSPORTATION PLAN FOR THE SAN DIEGO REGION.

**Unconstrained Revenue Scenario:** Based on the analysis of travel demand in the region to 2030 and beyond, needs were identified for transportation improvements and associated operations, maintenance, and rehabilitation, requiring funding above and beyond the levels assumed for the Reasonably Expected Revenue scenario. This third unconstrained scenario includes additional revenue options to fully fund the desired list of projects beyond 2030. This scenario identifies a set of potential revenue sources, the estimated revenue to be generated, and the implementation steps required.

The RTP must be updated every four years. SANDAG is currently developing the 2007 RTP update.

**SANDAG, Federal, and State Requirements**

To implement the RTP, specific projects that make up the networks developed in the plan need to be matched with funding. The funding programs determine how much money is to be made available and for what purposes. For example, the TransNet measures (1987 original and 2004 extension) each establish how the revenues will be distributed to projects, and the SANDAG Board of Directors has further guided the use of these funds by determining how the projects will be prioritized. Certain projects were chosen for early implementation and comprise what SANDAG calls the Early Action Program. Other programmatic parameters are set by the state and federal governments through their authorization and annual appropriation processes.

Within the context of those programmatic parameters SANDAG develops criteria to help evaluate and select projects. This requires that the RTP objectives and the funding program objectives be aligned. Appendix A provides examples of project evaluation criteria that SANDAG uses to identify which projects will receive funding. Once identified, the projects then must be programmed in the RTIP.

**The Regional Transportation Improvement Program**

The RTIP includes a list or “program” of projects to be undertaken over a five-year period. “Programming” entails identification of the projects by location or limits and detailing of the funding by source, fiscal year, and project phase. The RTIP must be fiscally constrained, that is, the first two years of the program must be based on funds that are committed, while for the last three years of programming there must be a reasonable expectation (based primarily on historical events and projected trends) that the funds will be available as programmed. The RTIP is updated every two years, but as more immediate project changes are needed, the RTIP may be amended between updates.

Figure 1 depicts the regional transportation programming process. This graphic shows that the process must take into account consistency with the goals of the RTP and the SANDAG transportation program requirements such as those established under the TransNet measure. Additionally, projects chosen for programming in the RTIP must be selected through evaluation criteria that are consistent with the legislative and eligibility requirements of outside funding sources such as the State Transportation Improvement Program (STIP), the Traffic Congestion Relief Program, federal authorization under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
The programming process must be followed properly from the beginning. It is not possible to retroactively program a project that moves forward ahead of the programming process. Once a project gets underway, improper or absent programming is likely to result in that project becoming ineligible for reimbursement. For example, if an agency awards a design contract for a project for which a federal grant is anticipated before having that grant money “programmed” in the RTIP, that agency would be ineligible for reimbursement of those design costs. The amendment process for the RTIP can take as little as a month if the change is minor or “informal” and as long as two to three months if the “formal” amendment involves major changes, such as adding new funding sources. Project delays due to programming amendments could also result in loss of funds if projects exceed local, state, or federal “use-it-or-lose-it” deadlines.

The best way to avoid problems is to build the programming process, initial programming, and potential amendments into the project schedule.

AN OVERVIEW OF TRANSPORTATION FUNDING IN THE SAN DIEGO REGION

The RTP Revenue Constrained Plan, 2006 Update projects that public sector funding for transportation in the San Diego region will total approximately $36 billion over the next 25 years (2006-2030). Public taxes, including federal and state gas taxes and state and local sales taxes, are expected to comprise the majority of these funds.

Figure 2 summarizes the major funding sources projected in the RTP. TransNet local sales tax funds, including pay-as-you-go revenues and revenue bond proceeds, comprise approximately 24 percent of the total. The remaining local funding approximates 42 percent of the $36 billion figure, with state and federal funds providing 22 percent and 12 percent, respectively.
A summary of the major RTP expenditures by category is shown in Figure 3. Transit projects and Highway projects, including the Managed Lanes/HOV facilities, each account for approximately 35 percent of the total. Local street and road projects are estimated to total 27 percent; and the final category of land use, systems management, and demand management strategies totals approximately 3 percent of the nearly $36 billion program.
Every funding source within these categories has its unique requirements frequently targeted toward limited eligible uses and administered by different agencies. The purpose of this funding primer is to detail some of this information in an understandable and readily available reference document.

Public funding for transportation comes from a variety of federal, state, or local sources. There are many agencies involved in the distribution and administration of those funds, and the rules governing each funding source may vary even within the same agency depending on the program. Of course, every agency and every funding source has its own acronym.

Table 1 provides an at-a-glance reference summary of these various funding sources that come under SANDAG’s sphere of influence as the federally-mandated metropolitan planning organization (MPO), the state-identified Regional Transportation Planning Agency (RTPA), or the Governor’s designated recipient of federal transit funds. For some of these sources SANDAG also may serve as a direct grantee and implementing agency. The table is organized by the ultimate source of funding: federal, state, or local. Within each of these categories the summary is further delineated by the particular agency responsible for administering the funds. Each source is identified by its acronym and title. A description of the purpose and eligibility requirements for the funding source followed by estimated annual apportionments, matching requirements, and SANDAG’s role in the funding process is provided for each source.

To further aid in understanding the processes and funding sources, Appendix B provides a glossary of commonly used terms.
<table>
<thead>
<tr>
<th>Source</th>
<th>Administering Agency</th>
<th>Purpose/Eligibility</th>
<th>Average Annual Regional Apportionment</th>
<th>Match Required</th>
<th>SANDAG’S ROLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>FEDERAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| CMAQ - Congestion Mitigation and Air Quality (CMAQ) | Federal Highway Administration (FHWA)/Caltrans | Transportation capital projects and limited operating subsidies to improve air quality | $31M                                 | 11.47%         | • Allocate regionally  
• Program in RTIP (consistent with RTP)  
• Serve as grantee for specified projects |
| STP - Surface Transportation Program (STP) | FHWA/Caltrans | • Roadway or transit rehabilitation  
• Transportation system operational improvements  
• Highway construction  
• Transit facilities  
• Intermodal Port Facilities  
• ITS Projects/Planning | $33M                                 | 11.47%         | • Allocate regionally  
• Program in RTIP (consistent with RTP)  
• Serve as grantee for specified projects |
| HBP - Highway Bridge Program       | FHWA/Caltrans | Replacement or rehabilitation of roadway bridges | Total $1.9 Billion statewide FY 05 – FY 09 | 11.47%         | • Program in RTIP (consistent with RTP) |
| IM - Interstate Maintenance        | FHWA/Caltrans | Resurfacing, restoration, rehabilitation, and reconstruction of routes on the Interstate System as selected by Caltrans | Varies Annually | 10%           | • Program in RTIP |
| Section 130 - Railway Highway Crossings | FHWA/Caltrans | Projects on state-approved list including:  
• Hazard elimination at public rail-highway grade crossings  
• Installation and upgrade of protective devices | Discretionary – Varies Annually | 10%           | • Program in RTIP (consistent with RTP)  
• Serve as grantee for specified projects |
| TE - Transportation Enhancement Program | FHWA/Caltrans | • Bicycle and pedestrian paths  
• Restoration of historic transportation facilities  
• Acquisition of scenic or open space lands next to travel corridors  
• Murals or other public art  
• Landscaping | $4.5M                                 | 11.47%         | • Allocate regionally  
• Program in RTIP (consistent with RTP)  
• Serve as grantee (potentially) for specified projects |
| CBI - Coordinated Border Infrastructure Program | FHWA/Caltrans | • Improvements to existing transportation infrastructure  
• Construction of highways and related safety/safety enforcement related to international trade | Discretionary – Varies Annually | Sliding Scale 10% to 20%  
Usual 11.47% | • Program in RTIP (consistent with RTP)  
• Program in STIP |
<table>
<thead>
<tr>
<th>Source</th>
<th>Administering Agency</th>
<th>Purpose/Eligibility</th>
<th>Average Annual Regional Apportionment</th>
<th>Match Required</th>
<th>SANDAG’S ROLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe Routes to School</td>
<td>FHWA/Caltrans</td>
<td>Operational improvements related to data exchange and telecommunications, Modifications to regulator procedures, International coordination of transportation planning, programming, and border operation with Canada and Mexico, Projects must be within 100 miles of international border</td>
<td>Approximately $13M statewide</td>
<td>None</td>
<td>Program in RTIP (consistent with RTP), Other roles to be determined when final rules are published</td>
</tr>
<tr>
<td>Demo - High-Priority Projects</td>
<td>FHWA/Caltrans</td>
<td>Non-infrastructure activities to encourage walking and bicycling to school, Infrastructure capital to improve student access by walking or bicycling</td>
<td>Discretionary – Varies Annually</td>
<td>20%</td>
<td>Program in RTIP (consistent with RTP), Serve as applicant/grantee for specified transit projects</td>
</tr>
<tr>
<td>FHWA PI - Metropolitan Planning Funds</td>
<td>FHWA/Caltrans</td>
<td>Regional transportation planning activities</td>
<td>$2.9M</td>
<td>11.47%</td>
<td>Serve as applicant/grantee, Program in Overall Work Program (OWP)</td>
</tr>
<tr>
<td>SP&amp;R - State Planning and Research Partnership Planning</td>
<td>FHWA/Caltrans</td>
<td>Specific Planning Projects</td>
<td>Discretionary – Varies Annually</td>
<td>20%</td>
<td>Serve as applicant/grantee, Program in Overall Work Program (OWP), Pass through to other agencies as appropriate</td>
</tr>
<tr>
<td>HSIP - Highway Safety Improvement Program</td>
<td>FHWA/Caltrans</td>
<td>Highway/roadway safety improvements, High-risk rural roads, Railway-Highway Crossing</td>
<td>Total of $384M statewide FY 06 – FY 09</td>
<td>0% to 10% Sliding scale</td>
<td>Program in RTIP (consistent with RTP), Other roles to be determined when final rules are published</td>
</tr>
<tr>
<td>Source</td>
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<tr>
<td>TCSP – Transportation, Community, and System Preservation</td>
<td>FHWA</td>
<td>Projects in response to requests for proposals. Projects should integrate transportation, community, and system preservation plans and practices that: • Improve efficiency • Reduce environmental impacts • Reduce need for costly infrastructure improvements • Provide access to jobs, services, and centers of trade • Examine community development patterns • Encourage private sector development</td>
<td>Discretionary – Varies Annually</td>
<td>20% Subject to sliding scale</td>
<td>• Develop TCSP Plans&lt;br&gt; • Program in RTIP (consistent with RTP)&lt;br&gt; • Serve as grantee</td>
</tr>
<tr>
<td>FTA Section 5303 - Federal Transit Act Metropolitan Planning</td>
<td>Federal Transit Administration (FTA)</td>
<td>Ongoing related planning activities related to transportation</td>
<td>$0.8M</td>
<td>11.47%</td>
<td>• Serve as applicant/grantee&lt;br&gt; • Program in Overall Work Program (OWP)</td>
</tr>
<tr>
<td>FTA Section 5307 - Federal Transit Act Urbanized Area Formula Program</td>
<td>FTA</td>
<td>• Transit capital&lt;br&gt; • Transit preventive maintenance&lt;br&gt; • Transit planning&lt;br&gt; • Capital cost of operations contracts&lt;br&gt; • ADA paratransit service</td>
<td>$47.6M</td>
<td>20% (17% for buses meeting Clean Air Act and Americans with Disabilities Act [ADA] requirements)</td>
<td>• Allocate regionally&lt;br&gt; • Program in RTIP (consistent with RTP)&lt;br&gt; • Serve as grantee for specified transit projects</td>
</tr>
<tr>
<td>RAIL Mod - Federal Transit Act Fixed Guideway Modernization Program Under Section 5309</td>
<td>FTA</td>
<td>• Rail capital&lt;br&gt; • Rail preventive maintenance&lt;br&gt; • For existing systems/segments in operations for at least 7 years</td>
<td>$15.1M</td>
<td>20%</td>
<td>• Allocate regionally&lt;br&gt; • Program in RTIP (consistent with RTP)&lt;br&gt; • Serve as grantee for specified projects</td>
</tr>
<tr>
<td>FTA Section 5313 - State Planning and Research under Federal Transit Act Section 5313[b]</td>
<td>FTA</td>
<td>Specific planning projects addressing federal emphasis areas</td>
<td>Discretionary – Varies Annually</td>
<td>11.47%</td>
<td>• Program in OWP (consistent with RTP)&lt;br&gt; • Serve as grantee for specified projects</td>
</tr>
<tr>
<td>FTA Bus Discretionary – Federal Transit Act Bus and Bus-Related Capital Program under Section 5309</td>
<td>FTA</td>
<td>Bus capital projects identified as priorities for members of Congress</td>
<td>Discretionary – Varies Annually</td>
<td>20%</td>
<td>• Program in RTIP (consistent with RTP)&lt;br&gt; • Include in Legislative Program&lt;br&gt; • Serve as grantee for specified projects</td>
</tr>
<tr>
<td>Source</td>
<td>Administering Agency</td>
<td>Purpose/Eligibility</td>
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<tr>
<td>FTA New Starts - Federal Transit Act</td>
<td>FTA</td>
<td>• New rail lines or extensions</td>
<td>Discretionary – Varies Annually</td>
<td>20% (This represents the minimum legal match. Successful applicants likely to have at least a 50% match)</td>
<td>• Program in RTIP (consistent with RTP) • Include in Legislative Program • Prepare New Starts documentation • Serve as grantee for specified projects</td>
</tr>
<tr>
<td>Fixed Guideway New Starts and Small Starts Program under Section 5309</td>
<td></td>
<td>• New BRT Fixed Guideway</td>
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<tr>
<td></td>
<td></td>
<td>• Other BRT (Small Starts)</td>
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<td><strong>SANDAG’S ROLE</strong></td>
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<tr>
<td>FTA Section 5310 - Federal Transit Act</td>
<td>FTA/Caltrans</td>
<td>• Vans</td>
<td>Discretionary – Varies Annually</td>
<td>20%</td>
<td>• Develop transportation plan • Call for regional projects • Rate and rank regional projects for state consideration</td>
</tr>
<tr>
<td>Elderly/Persons With Disabilities Program</td>
<td></td>
<td>• Vehicle equipment</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• Computer equipment and software for support of service</td>
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<tr>
<td>FTA Section 5311 - Federal Transit Act</td>
<td>FTA/Caltrans</td>
<td>• Rural transit capital</td>
<td>$600K</td>
<td>20%</td>
<td>• Allocate regional funds • Program in RTIP</td>
</tr>
<tr>
<td>Rural Transit Program</td>
<td></td>
<td>• Rural transit operations</td>
<td></td>
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<tr>
<td>FTA Section 5311 (f) - Intercity Bus Program</td>
<td>FTA/Caltrans</td>
<td>• Capital funding for rural transit accessing urban core</td>
<td>Discretionary – Varies Annually</td>
<td></td>
<td>• Approve transit agency grant submittal • Program in RTIP upon approval of grant</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Operations for rural to urban transit service</td>
<td></td>
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<tr>
<td>FTA JARC – Federal Transit Act Jobs Access and</td>
<td>FTA</td>
<td>• Transit capital</td>
<td>$1.4M</td>
<td>50%</td>
<td>• Develop transportation plan • Call for regional projects • Approve projects • Program projects in RTIP • (Subject to publication of final rules)</td>
</tr>
<tr>
<td>Reverse Commute Program – under Section 5316</td>
<td></td>
<td>• Transit operations</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• Projects/service providing transportation to employment for low-income individuals</td>
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<tr>
<td>FTA New Freedom Program – under Federal Transit Act Section 5317</td>
<td>FTA</td>
<td>• Transit capital</td>
<td>$0.7M</td>
<td>Flexible to encourage coordination with other federal programs</td>
<td>• Develop transportation plan • Call for regional projects • Approve projects • Program projects in RTIP • (Subject to publication of final rules)</td>
</tr>
<tr>
<td>TSGP - Transit Security Grant Program</td>
<td>Department of Homeland Security (DHS)</td>
<td>• Transit security capital</td>
<td>$2.6M</td>
<td>None</td>
<td>None. Transit agencies have applied directly.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Transit security operating</td>
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<tr>
<td></td>
<td></td>
<td>• Contingent on determination of level of threat by DHS</td>
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<tr>
<td>Source</td>
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<td><strong>STATE</strong></td>
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</tbody>
</table>
| STIP-RIP – State Transportation Improvement Program: Regional Improvement Program | CTC/Caltrans         | • Capital projects for capacity  
• Traffic Systems Management  
• Rail/transit improvements and vehicles  
• SANDAG planning, programming, and monitoring | $31M  
(annual average for 5-year 2006 STIP) | None | • Select regional projects  
• Submit STIP to CTC  
• Program projects in RTIP (consistent with RTP) |
| STIP-IIP - State Transportation Improvement Program: Intergroup Improvement Program | CTC/Caltrans         | • Intercity rail expansion  
• Interregional road expansion  
• Projects of statewide significance | Discretionary - Varies Annually | None | • Recommend projects to Caltrans (consistent with RTP)  
• Program projects in RTIP  
• Serve as grantee on specified transit projects |
| SHOPP - State Highway Operations and Protection Program | Caltrans             | State Highway maintenance and operational improvements                               | $65M  
(Discretionary based on CTC approval) | None | • Advise/consult w/Caltrans on project selection  
• Program in RTIP & RTP |
| TCRP - Traffic Congestion and Relief Program | CTC/Caltrans         | Transportation improvement projects identified in state legislation                  | Discretionary - One time funding based on legislation | None | • Program projects in RTIP  
• Serve as grantee on specified transit projects |
| STA - State Transit Assistance | Caltrans/San Diego County | Transit operations and capital                                                        | $12.6M | None | • Approve NCTD claim  
• Provide future year estimates to transit agencies |
| FSP - Freeway Service Patrol   | Caltrans             | Motorist aid programs                                                                | $2M  
20% | | • Program funds in OWP and RTIP  
• Serve as grantee |
| Proposition 42 - Subvention to Local Agencies | Caltrans             | Local street and roads maintenance, operations, and capital                          | $108M | None | • Provide future year funding estimates |
| **LOCAL**                      |                      |                                                                                     |                                      |                |                                                                               |
| APCD - Vehicle Registration Fees | Air Pollution Control District | • Clean Air Transportation Services  
• Clean Air Vehicles                                                                 | Discretionary – One Time Funding  
Variable per application | | • Serve as grantee on specified projects |
| FasTrak – I-15 Carpool Lane Tolls | SANDAG               | • I-15 corridor transit service improvements  
• I-15 corridor transit capital improvements                                           | $1M | None | |
| TDA - Transportation Development Act | County of San Diego/SANDAG | • Transit Capital  
• Transit Operations                                                                 | $121M | None | • Allocate funds  
• Approve claims |
**TABLE 1**
TRANSPORTATION FUNDING SOURCES IN THE SAN DIEGO REGION

<table>
<thead>
<tr>
<th>Source</th>
<th>Administering Agency</th>
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</tr>
</thead>
<tbody>
<tr>
<td>TransNet (1987)</td>
<td>SANDAG</td>
<td>• Transit Planning&lt;br&gt;• Specialized transit services coordination&lt;br&gt;• Bicycle/pedestrian facilities</td>
<td>$240M</td>
<td>None</td>
<td>• Serve as claimant for regional activities&lt;br&gt;• Provide future-year estimates</td>
</tr>
<tr>
<td>TransNet (2004)</td>
<td>SANDAG</td>
<td>Up to 1% for SANDAG administration of TransNet program</td>
<td>$2.9M (2009)</td>
<td>None</td>
<td>• Program in OWP&lt;br&gt;• Maintain cash flow through Plan of Finance&lt;br&gt;• Collect and distribute revenues&lt;br&gt;• Maintain and audit records</td>
</tr>
<tr>
<td>TransNet (2004)</td>
<td>SANDAG</td>
<td>Auditing and other oversight of TransNet Program</td>
<td>$0.3M (2009)</td>
<td>None</td>
<td>• Program in RTIP&lt;br&gt;• Provide staff assistance as requested by ITOC&lt;br&gt;• Track/account for funds</td>
</tr>
<tr>
<td>TransNet (2004)</td>
<td>SANDAG</td>
<td>Bikeway and pedestrian projects:&lt;br&gt;• Design&lt;br&gt;• Right-of-Way&lt;br&gt;• Facilities&lt;br&gt;• Promotion&lt;br&gt;• Safety</td>
<td>$5.8M (2009)</td>
<td>Varies by individual project application.</td>
<td>• Call for/select projects&lt;br&gt;• Program in RTIP&lt;br&gt;• Maintain cash flow through Plan of Finance&lt;br&gt;• Collect and distribute revenues&lt;br&gt;• Monitor project implementation and administration</td>
</tr>
<tr>
<td>TransNet (2004)</td>
<td>SANDAG</td>
<td>Specified Corridor Highway and Transit Projects</td>
<td>$107.9M (2009)</td>
<td>50% (Measure anticipates 50% match over life of sales tax)</td>
<td>• Program in RTIP&lt;br&gt;• Maintain cash flow through Plan of Finance&lt;br&gt;• Collect and distribute revenues&lt;br&gt;• Implement transit projects&lt;br&gt;• Oversee Caltrans projects&lt;br&gt;• Maintain and audit records</td>
</tr>
<tr>
<td>TransNet (2004)</td>
<td>SANDAG</td>
<td>Habitat land acquisition (land banks), maintenance, and management</td>
<td>$12.4M (2009)</td>
<td>None</td>
<td>• Work with Caltrans to identify habitat&lt;br&gt;• Program in RTIP&lt;br&gt;• Maintain cash flow through Plan of Finance&lt;br&gt;• Collect and distribute revenues&lt;br&gt;• Maintain and audit records</td>
</tr>
<tr>
<td>Source</td>
<td>Administering Agency</td>
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</table>
• Collect and distribute revenues  
• Maintain and audit records |
| TransNet (2004) Transit Services | SANDAG | • Transit operations  
• Transit capital  
• 2.5% minimum for specialized (ADA) service | $46.8M (2009)                         | None           | • Program in RTIP  
• Collect and distribute revenues  
• Maintain and audit records |
| TransNet (2004) Senior Grant (Mini-grant program) | SANDAG | Operating or capital for specialized service to seniors                            | $1.5M (2009)                          | TBD            | • Develop transportation plan  
• Call for/select projects  
• Program in RTIP  
• Collect and distribute revenues  
• Maintain and audit records |
| TransNet (2004) Local Street and Road Program | SANDAG | • No more than 30% for maintenance  
• No less than 70% for congestion relief projects  
• Also may be used for transit within above constraints | $80M (2009)                           | None           | • Program in RTIP  
• Maintain and audit records |
| TransNet (2004) Local Project Environmental Mitigation (Local EMP) | SANDAG | Habitat land acquisition (land banks), maintenance, and management                 | $5M (2009)                            | None           | • Work with Caltrans/agencies identify eligible land banks  
• Collect and distribute revenues  
• Maintain and audit records |
| TransNet (2004) Smart Growth Incentive Program | SANDAG | Projects that encourage development near transportation centers                   | $6M (2009)                            | TBD            | • Call for/select projects  
• Program in RTIP  
• Collect and distribute revenues  
• Maintain and audit records |
APPENDIX A
TRANSPORTATION PROJECT EVALUATION CRITERIA

The following table displays project evaluation criteria that have been used to select and prioritize projects for funding. These criteria are reviewed continuously and will be refined with the development of the 2007 RTP Update. New criteria are currently in development that address project categories such as grade separations and transit capital.

<table>
<thead>
<tr>
<th>Activity/Funding</th>
<th>Criteria</th>
<th>Explanation</th>
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</thead>
<tbody>
<tr>
<td><strong>FY 2006 Land Management Evaluation Criteria</strong> <em>(December 2005)</em></td>
<td>1) Sites support rare vegetation types or populations of narrow endemics 2) Critical linkage parcels or regional wildlife corridor 3) Success of long-term management activities is likely 4) Lack of management on the site may affect species 5) Dedicated staff willing to assume long-term management 6) Percentage of matching contributions</td>
<td>These criteria apply only after affirmative answers to all of the following: a) Is the project biologically significant? b) Is the project area at risk of further degradation if no management is provided? c) Is funding necessary to complete the project as verified by the Wildlife Agency?</td>
</tr>
<tr>
<td><strong>2007 Transportation Development Act (TDA) and TransNet Bicycle and Pedestrian Projects</strong> <em>(March 2006)</em></td>
<td>1) Community Support/Consistency with Community Plan 7) Minimum Design Standards 8) Project Readiness 9) Geographic/GIS Analysis 10) Completes/Links to Existing Bicycle Network 11) Safety Improvements 12) Innovation and Design 13) Regional Transportation Corridor or Transit Linkage 14) Matching Funds 15) Cost Benefit 16) RHNA (Regional Housing Needs Assessment) bonus</td>
<td>1) Pass-Fail category. Policy Board Resolution or Bicycle Plan required 2) Caltrans Highway Design Manual 3) Points for each complete phase: feasibility study, preliminary engineering, environmental clearance, and final design 4) Distance to population densities, employment, and activity centers 5) Provides segment for approved facility 6) Points for history of crash incidents 7) Bicycle priority measures, etc. 8) Points only for those projects connecting or part of RTP corridor 9) Match funds as a factor of cost 10) Total benefits as measured by above criteria divided by grant application amount 11) Provisions of lower-income housing</td>
</tr>
<tr>
<td><strong>2006 State Transportation Improvement Program</strong> <em>(October 2005)</em></td>
<td>1) Complete projects currently in STIP 2) Emphasize TransNet Early Action Projects 3) Program projects as early as they can be implemented 4) Maintain existing funding levels as minimum on existing STIP projects 5) Reflect changes for projects funded outside of the STIP process</td>
<td>1) Consistent with State preference for no new projects 2) Significant state and federal contribution assumed in TransNet measure 3) Self-explanatory 4) Self-explanatory 5) Some projects moved forward with other funds when state funding was delayed</td>
</tr>
</tbody>
</table>
# APPENDIX A
## TRANSPORTATION PROJECT EVALUATION CRITERIA

<table>
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<tr>
<th>Activity/Funding</th>
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</thead>
<tbody>
<tr>
<td><strong>Pilot Smart Growth Incentive Program Project Evaluation Criteria (2005)</strong></td>
<td>Project Screening: 1) Local Commitment/Authorization 2) Funding Commitment 3) Funding Eligibility</td>
<td>Project Screening: 1) Policy board authorization and commitment of staff resources and match. 2) Funding for related improvements in place. 3) Must meet federal eligibility guidelines.</td>
</tr>
<tr>
<td></td>
<td>Project Evaluation: 4) Project Readiness 5) Smart Growth Area Land Use Characteristics 6) Quality of Proposed Project 7) Matching Funds 8) RHNA (Regional Housing Needs Assessment) bonus</td>
<td>Project Evaluation: 4) Points for each complete phase: feasibility study, preliminary engineering, environmental clearance, and final design. 5) Points for each: development intensity, land use and transportation, urban design, related land development, and affordable housing. 6) Points for each: pedestrian access, bicycle access, transit facility improvements, streetscape enhancements, traffic calming features, and parking improvements. 7) Comparative amount of matching funds amongst proposed projects. 8) Provisions of lower-income housing.</td>
</tr>
</tbody>
</table>
## APPENDIX A
TRANSPORTATION PROJECT EVALUATION CRITERIA

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<th>Activity/Funding</th>
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<th>Explanation</th>
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</thead>
<tbody>
<tr>
<td><strong>Highway Corridor Evaluation Criteria (March 2002) (RTP)</strong></td>
<td>Quantitative: 1) Cost to Complete/Person Miles Traveled 2) Cost to Complete/Travel Time Saving</td>
<td>Quantitative: 1) PMT incorporates amount of traffic and average vehicle occupancy 2) Compares impact each newly completed corridor to a systemwide baseline</td>
</tr>
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<td></td>
<td>Qualitative: 3) Critical Freeway Link 4) Addresses High Accident Rate 5) High Truck Usage 6) Serves Major Employment Areas 7) Encourages Smart Growth 8) Encourages Use of Other Than Single-Occupant Vehicle 9) Compatibility with Adopted Habitat Preservation Plan 10) Minimizes Community Impacts</td>
<td>Qualitative: 3) Traffic volumes on in interregional freeways or segments lacking parallel arterials 4) Comparison to state accident rate 5) Compares daily truck volumes 6) Proximity to existing/planned industrial/commercial areas 7) Proximity to existing/planned Smart Growth areas 8) Supports Regional Transit Vision 9) Avoids or minimizes impacts on preserve or natural areas 10) Minimal percentage of immediately adjacent residential land use</td>
</tr>
<tr>
<td></td>
<td>Serves Transit-Supportive Corridors: 6) Average population/sq. mi. within ½ mile 7) Average employment/sq. mi. within ¼ mile 8) Number of non-employment activity centers within ½ mile 9) Midday and evening ridership 10) Midday and evening ridership per service mile</td>
<td></td>
</tr>
</tbody>
</table>
The following are commonly used terms related to transportation funding.

**ADA**  Americans with Disabilities Act: 1990 federal civil rights legislation for disabled persons that requires public transportation systems to be more fully accessible, including the provision of paratransit service.

**Allocate**  The process for assigning shares of funding to agencies or transportation project sponsors. Also, the formal action by which the California Transportation Commission (CTC) allows a previously approved transportation project to proceed.

**APCD**  Air Pollution Control District: A government agency that regulates sources of air pollution within San Diego County. The County Board of Supervisors sits as the Air Pollution Control Board. The mission of the APCD is to protect the public from the harmful effects of air pollution, achieve and maintain air quality standards, foster community involvement, and develop and implement cost-effective programs meeting state and federal mandates, considering environmental and economic impacts.

**Appropriate**  An act by the State Legislature or Congress to provide budgeted funds to programs that have been previously authorized by other legislation. The amount of funding appropriated may be less than what was authorized.

**Article XIX Restriction**  This provision in the California Constitution limits the use of state gasoline tax revenues to projects related to roadway (including bicycle and pedestrian projects) or fixed guideway (rail or trolley coach) improvements.

**Authorize**  An act by Congress that creates the policy and structure of a program, including formulas and guidelines for awarding funds. Authorizing legislation (such as TEA-21 and SAFETEA-LU) may set an upper limit on program spending or may be open ended. Revenues to be spent under an authorization must be appropriated annually by separate legislation.

**Caltrans**  California Department of Transportation: The state agency responsible for building, maintaining, and operating state highways and certain intercity rail services, among other things.

**Capital Funds**  Funding dedicated to new projects or projects to improve or replace elements of the transportation system, including freeway widenings, rail extensions, transit station improvements, new bicycle and pedestrian lanes, and so forth. (Also see "Operating Funds")

**CMAQ**  Congestion Mitigation and Air Quality Improvement Program: A pot of federal money contained in TEA-21 for projects and activities that reduce congestion and improve air quality.

**County Minimums**  A formula in state law that requires a minimum return of STIP revenues to counties based on population and state highway miles.

**CTC**  California Transportation Commission: A state-level board that sets state spending priorities for highways and transit and allocates funds. Its nine members are appointed by the governor.

**DHS**  Department of Homeland Security: Federal cabinet-level department that combined various agencies with responsibilities for national security.

**Expenditure**  In transportation terms, this is any allowable expense associated with a project or program.

**Farebox**  The revenues collected by transit operators from passenger fares.
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**FasTrak** SANDAG revenues from tolls paid by drivers of single-occupancy vehicles to utilize the I-15 High-Occupancy-Vehicle (HOV) lanes. The revenues are collected via electronic transponders, and are net of the cost of operations of the HOV lanes.

**FHWA** Federal Highway Administration: See U.S. DOT.

**Flexible Funding** Unlike funding that flows only to highways or only to transit by a rigid formula, this is money that can be invested on a range of transportation projects. Examples of flexible funding categories include the STP and CMAQ on the federal level and RIP on the state level.

**FSP** Freeway Service Patrol: An ongoing program to provide a roving tow and motorist aid service. Designed to assist or remove stranded and disabled vehicles on designated urban freeways and state roadways during the peak-period commute hours, this service is operated by SANDAG in cooperation with Caltrans and the California Highway Patrol.

**FTA** Federal Transit Administration: See U.S. DOT.

**FY** Fiscal Year: Annual schedule for keeping financial records and for budgeting transportation funds. California’s and SANDAG’s fiscal year runs from July 1 through June 30, while the federal fiscal year runs from Oct. 1 through Sept. 30.

**HSIP** Highway Safety Improvement Program: A federal funding program, begun in Fiscal Year 2006, to achieve significant reductions in traffic fatalities and serious injuries on public roads. These funds are apportioned to the State.

**IIP** Interregional Improvement Program: A state funding category for intercity rail, interregional road or rail expansion projects outside urban areas, or projects of statewide significance. IIP moneys become part of a funding program known as the ITIP (see below).

**IM** Interstate Maintenance: Federal funds allocated to Caltrans for resurfacing, restoring, rehabilitating, and reconstructing routes along the Interstate System.

**Intermodal** A mode is a particular form of transportation, such as automobile, transit, ship, bicycle, and walking. Intermodal refers specifically to the connections between modes.

**ITIP** Interregional Transportation Improvement Program: A state funding program for IIP funds. Caltrans nominates and the CTC approves a listing of interregional highway and rail projects for 25 percent of the funds to be programmed in the STIP (the other 75 percent are RIP funds).

**MPO** Metropolitan Planning Organization: A federally required planning body responsible for the transportation planning and project selection in its region; the governor designates an MPO in every urbanized area with a population of over 50,000 people. SANDAG is the San Diego region’s MPO.

**Multimodal** Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place, be it by truck, train, bicycle, automobile, airplane, bus, boat, foot, or even a computer modem.

**NHS** National Highway System: This approximately 160,000-mile network consists of the 42,500 miles of the Interstate system, plus other key roads and arterials throughout the United States. Designated by Congress in 1995 pursuant to a requirement of the Intermodal Surface Transportation Efficiency Act, the NHS is designed to provide an interconnected system of principal routes to serve major travel destinations and population centers. The NHS is also a funding category in TEA-21.
**North/South Split** A requirement in state law governing how STIP funds are divided within California, with 60 percent of funds going to the South and 40 percent of the funds going to the North.

**Obligate** 1. The way project sponsors spend money, typically by putting their project under contract for construction. Often funding programs come with restrictions that require a project sponsor to obligate funds in a timely manner or lose the funds. 2. The action by which state and federal funding agencies commit funds via contract with project sponsors.

**Operating Funds** Moneys used to fund general, day-to-day costs of running transportation systems. For transit, costs include fuel, salaries, and replacement parts; for roads, operating costs involve maintaining pavement, filling potholes, paying workers' salaries, and so forth. (Also see "Capital Funds")

**OWP** Overall Work Program: Annual listing of planning projects to be undertaken in the region utilizing federal and state planning funds.

**Paratransit** Specialized transit service providing service on request from trip origin to trip destination.

**Performance Measures** Objective quantifiable criteria used to evaluate the performance of the transportation system and to determine how well planned improvements to the system are achieving the established objectives.

**Program** 1. verb: To assign funds to a project that has been approved by SANDAG, the state, or other agency. 2. noun: a system of funding for implementing transportation projects or policies, such as through the State Transportation Improvement Program (see STIP).

**Proposition 42** Voter initiative passed in 2002, which dedicates the sales tax on gasoline to transportation projects. The revenues are distributed: 40 percent to the State Transportation Improvement Program (STIP), 40 percent to local streets and roads, and 20 percent to public transportation.

**Reverse Commute** Travel in the direction opposite to the main flow of peak-period commute traffic.

**Return to Source** A requirement with some funding programs (such as TDA) that the money flow back to the county where it originated from tax revenues.

**RIP** Regional Improvement Program: State funding category created by SB 45 that can be used for a variety of projects, including for freeways, carpool lanes, rail lines, transit stations, and road rehabilitation. RIP funds become part of a funding program known as the RTIP (see below).

**RTIP** Regional Transportation Improvement Program: 1. SANDAG 5-year program of transportation projects funded with federal, state, and local funds. Updated every two years, the projected impact of this program of projects on the region's air quality must be analyzed with each update and amendment. All regionally significant projects must be identified in the RTIP before they are undertaken.

**RTP** Regional Transportation Plan: A blueprint to guide the region's transportation development for a 20-year period. Updated every two years, it is based on projections of growth and travel demand coupled with financial projections. Required by state and federal law.

**RTPA** Regional Transportation Planning Agency: A state-designated agency responsible for preparing the Regional Transportation Plan and the Regional Transportation Improvement Program, administering state funds, and other tasks. SANDAG is the San Diego region's RTPA.

**SAFETEA-LU** Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The 2006 law by which Congress authorized the surface transportation programs to continue for a six-year period. This law defines the programs for the FHWA and FTA and sets maximum funding levels for each program from FY 2006 through 2011.
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San Diego Region An area designated by the federal and state governments for purposes of planning and funding allocations. While many officially designated regions include multiple counties, the San Diego Region consists of all areas within San Diego County and no others.

SB 45 Senate Bill 45: 1997 state legislation that streamlined the STIP and transferred from the state to metropolitan regions more authority in deciding how to invest transportation funds.

Self-Help Counties A term used to describe counties that have taken the initiative to supplement available state and federal funds by enacting local voter-approved funding mechanisms—such as half-cent sales taxes—to pay for transportation improvements. The voters of San Diego County have twice decided to commit local taxes to improve transportation in the County: first in 1987 with the original TransNet (see TransNet definition) measure, and then again with passage of the TransNet Extension approved in 2004.

SHOPP State Highway Operations and Protection Program: State funding category used by Caltrans to maintain and operate state highways.

Smart Growth A compact, efficient, and environmentally-sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from rural areas and closer to existing and planned job centers and public facilities.

STA State Transit Assistance: State funding program for mass transit operations and capital projects derived from share of the state sales tax on gasoline.

STIP State Transportation Improvement Program: The listing of state-funded projects, approved and overseen by the CTC, that combines various RTIPs from around the state and adding Caltrans’ proposed ITIP. Covering a four-year span and updated every two years, the STIP determines when and if transportation projects will be funded by the state.

STP Surface Transportation Program: One of the key funding programs in SAFETEA-LU. STP monies are "flexible," meaning they can be spent on mass transit, pedestrian and bicycle facilities, as well as on roads and highways.

TCRP Traffic Congestion Relief Program: State funding program for legislatively-identified transportation projects and programs.

TCSP Transportation, Community, and System Preservation Program: Federal discretionary funding program intended to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.

TDA Transportation Development Act: State law enacted in 1971. TDA funds are generated from a tax of one-quarter of one percent on all retail sales in each county; used for transit, special transit for disabled persons, and bicycle and pedestrian purposes, they are collected by the state and allocated by SANDAG in the San Diego region to fund transit operations and programs.

TE Transportation Enhancement: A SAFETEA-LU funding category. Ten percent of STP monies must be set aside for projects that enhance the compatibility of transportation facilities with their surroundings. Examples of TEA projects include bicycle and pedestrian paths, restoration of rail depots or other historic transportation facilities, acquisition of scenic or open-space lands next to travel corridors, and murals or other public art projects. (Also see Transit Enhancements.)

TEA-21 Transportation Equity Act for the 21st Century: Passed in 1998 and superseded by SAFETEA-LU, this was the federal authorizing legislation for FHWA and FTA.
**Transit Enhancements** A requirement of TEA-21, continued in SAFETEA-LU, transit funding programs must use at least 1 percent of their Section 5307 funds to enhance the travel experience for public transit riders. Eligible projects include bus shelters, increased access by persons with disabilities, public art, rehabilitation and renovation of historic transit facilities and vehicles, landscaping, and bicycle and pedestrian access.

**TransNet** A half-cent sales tax originally approved by the voters of San Diego County in 1987 with 20-year expiration. In 2004, the voters of the County chose to extend the half-cent sales tax another 40 years beyond the original expiration dates.

**U.S. DOT** United States Department of Transportation.