MEETING NOTICE AND AGENDA

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE
The Cities/County Transportation Advisory Committee may take action on any item appearing on this agenda.

Thursday, February 1, 2018
9:30 to 11 a.m.
SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101

Please take the elevator to the 8th floor to access the meeting room.

Staff Contact: Alex Estrella
(619) 699-1928
alex.estrella@sandag.org

AGENDA HIGHLIGHTS

- 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE
- TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM PROPOSED FEE ADJUSTMENT

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

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 Working Group on any item at the time the Working Group is considering the item. Please complete a Request to Comment form and then present the form to the Working Group coordinator. Members of the public may address the Working Group on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person unless otherwise directed by the Chair. The Working Group may take action on any item appearing on the agenda.

Both agenda and non-agenda comments should be sent to SANDAG via comment@sandag.org. Please include the Working Group name and meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the Working Group meeting should be received by the Working Group coordinator no later than 12 noon, two working days prior to the meeting. All public comments and materials received by the deadline become part of the official project record, will be provided to the members for their review at the meeting, and will be posted to the agenda file as a part of the handouts following each meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list either at the SANDAG website or by sending an email request to webmaster@sandag.org.

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如有需要，我们可以把SANDAG议程材料翻译成其他语言。

请在会议前至少72小时打电话 (619) 699-1900 提出请求。

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<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>RECOMMENDATION</th>
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<tbody>
<tr>
<td>1.</td>
<td>WELCOME AND INTRODUCTIONS</td>
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<td>2.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
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<td></td>
<td>Members of the public shall have the opportunity to address the Cities/County Transportation Advisory Committee (CTAC) on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. CTAC members also may provide information and announcements under this agenda item.</td>
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<tr>
<td>+3.</td>
<td>APPROVAL OF MEETING MINUTES</td>
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<td>The CTAC is asked to review and approve the minutes from its December 7, 2017, meeting.</td>
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<tr>
<td>+4.</td>
<td>2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE</td>
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<td>(Sue Alpert)</td>
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<td>Staff will review the schedule for the 2018 Regional Transportation Improvement Program update, which will cover FY 2019 through FY 2023.</td>
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<td>5.</td>
<td>QUARTERLY TransNet FINANCIAL REPORTS FOR THE PERIOD ENDING</td>
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<td>DECEMBER 30, 2017 (Lisa Kondrat-Dauphin)</td>
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<td>Staff will provide the quarterly TransNet financial balances for the Local Street and Road Balances. The information is planned to be presented to the Independent Taxpayers Oversight Committee.</td>
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<td>+6.</td>
<td>TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT</td>
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<td>PROGRAM PROPOSED FEE ADJUSTMENT (Ariana zur Nieden and Jim Miller)</td>
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<td>The TransNet Extension Ordinance requires SANDAG to adjust the Regional Transportation Congestion Improvement Program (RTCIP) fee amount on July 1 of each year. The most recent annual adjustment to the RTCIP was approved by the SANDAG Board in February 2017. The proposed annual RTCIP fee adjustment that is scheduled to be presented for Board approval on February 23, 2018, will be presented.</td>
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7. **CALTRANS UPDATES/ANNOUNCEMENTS**
   Caltrans staff will provide an update on various local programs, funding program deadlines, and announcements regarding upcoming conferences.

8. **ADJOURNMENT AND NEXT MEETING**
   The next CTAC meeting is scheduled for Thursday, March 1, 2018, at 9:30 a.m.

+ next to an agenda item indicates an attachment
DECEMBER 7, 2017, MEETING MINUTES

Please note: The audio file of the meeting is available on the SANDAG website, sandag.org, on the Cities/County Transportation Advisory Committee (CTAC) page.

The meeting of the CTAC was called to order by Chair Edward Deane, City of San Marcos, at 9:34 a.m.

1. **WELCOME AND INTRODUCTIONS**

Self-introductions were made. The attendance sheet for this meeting is included.

2. **PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS**

SANDAG staff provided a brief announcement regarding the development of the next Regional Transportation Improvement Program (RTIP) update including an announcement regarding an annual RTIP workshop, which will take place on February 6, 2018.

3. **APPROVAL OF MEETING MINUTES (APPROVE)**

**Action:** Upon a motion by Yazmin Arellano (City of El Cajon) and a second by Ed Walton (City of Coronado), the CTAC approved the minutes for its November 2, 2017, meeting. Yes: Chair Deane, Vice-Chair Julie Procopio (City of Escondido), Marshall Plantz (City of Carlsbad), Frank Rivera (City of Chula Vista), Mr. Walton, Ms. Arellano, Richard Leja (City of La Mesa), Gary Chui (City of San Diego), Bill Morgan (County of San Diego), Tim Shell (City of Vista). No: None. Abstain: Tim Thiele (City of Del Mar), Chris Magdosku (City of Encinitas), Minjie Mei (City of Santee), Mohammad Sammak (City of Solana Beach). Absent: City of Imperial Beach, City of Lemon Grove, City of National City, City of Oceanside, City of Poway, Metropolitan Transit System, and North County Transit District.

**REPORTS**

4. **TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: CYCLE 4 CALL FOR PROJECTS (INFORMATION)**

Staff informed members of the upcoming Board of Directors vote on the evaluation criteria and release for Calls for Projects for the Cycle 4 TransNet Smart Growth Incentive Program. Subject to action by the Board during the December 15, 2017, Board meeting, grant applications would be due March 15, 2018.
5. SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN – DRAFT NETWORK PERFORMANCE MEASURES (DISCUSSION)

Staff asked members to discuss the drafted performance measures, which are used to compare different multimodal transportation scenarios as part of the development of the San Diego Forward: The 2019-2050 Regional Plan.

6. CALTRANS UPDATES/ANNOUNCEMENTS (INFORMATION)

Caltrans provided an update on various local assistance programs and funding program deadlines and announced upcoming training and workshops.

7. ADJOURNMENT AND NEXT MEETING (INFORMATION)

The next CTAC meeting is scheduled for Thursday, January 4, 2018, at 9:30 a.m.

Chair Dean adjourned the meeting at 10:23 a.m.
### CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE
#### MEETING ATTENDANCE FOR DECEMBER 7, 2017

<table>
<thead>
<tr>
<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
<th>ATTENDING</th>
<th>COMMENTS</th>
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<tbody>
<tr>
<td>City of San Marcos</td>
<td>Edward Deane, Chair</td>
<td>Yes</td>
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<td></td>
<td>Paul Vo, Alternate</td>
<td>No</td>
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<td>City of Escondido</td>
<td>Julie Procopio, Vice Chair</td>
<td>Yes</td>
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<td>TBD, First Alternate</td>
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<td>City of Carlsbad</td>
<td>Marshall Plantz</td>
<td>Yes</td>
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<td>Craig Williams, First Alternate</td>
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<td>Doug Bilse, Second Alternate</td>
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<td>City of Chula Vista</td>
<td>Frank Rivera</td>
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<td>Bill Valle, First Alternate</td>
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<td>Rick Hopkins, Second Alternate</td>
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<td>City of Coronado</td>
<td>Ed Walton</td>
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<td>Jim Newton, Alternate</td>
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<td>City of Del Mar</td>
<td>Tim Thiele</td>
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<td>TBD, First Alternate</td>
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<td>City of El Cajon</td>
<td>Mario Sanchez</td>
<td>Yes</td>
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<td>TBD, First Alternate</td>
<td>N/A</td>
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<td>Yazmin Arellano, Second Alternate</td>
<td>Yes</td>
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<td>City of Encinitas</td>
<td>Chris Magdosku</td>
<td>Yes</td>
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<td>TBD, First Alternate</td>
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<td>City of Imperial Beach</td>
<td>Eric Minicilli</td>
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<td>Carmen Kasner, Alternate</td>
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<td>Juan Larios, Second Alternate</td>
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<td>City of La Mesa</td>
<td>Richard Leja</td>
<td>Yes</td>
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<td>TBD - First Alternate</td>
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<td>Leon Firsh, Second Alternate</td>
<td>No</td>
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<td>City of Lemon Grove</td>
<td>Mike James</td>
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<td>Jeremiah Harrington, Alternate</td>
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<td>City of National City</td>
<td>Stephen Manganiello</td>
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<td>City of Oceanside</td>
<td>Gary Kellison</td>
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<td>David DiPierro, Alternate</td>
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<td>City of Poway</td>
<td>Steve Crosby</td>
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<td>Jon Collins, Alternate</td>
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<td>City of San Diego</td>
<td>Linda Marabian</td>
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<td>Gary Chui, First Alternate</td>
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<td>George Gazallo, Second Alternate</td>
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<td>City of Santee</td>
<td>Minjie Mei</td>
<td>Yes</td>
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<td>JURISDICTION/ORGANIZATION</td>
<td>NAME</td>
<td>ATTENDING</td>
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<td>City of Solana Beach</td>
<td>Mohammad Sammak</td>
<td>Yes</td>
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<td>Dan Goldberg, First Alternate</td>
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<td>Jim Greenstein, Second Alternate</td>
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<td>City of Vista</td>
<td>Greg Mayer</td>
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<td>Tim Shell, First Alternate</td>
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<td>Husam Hasenin, Second Alternate</td>
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<td>County of San Diego</td>
<td>Bill Morgan</td>
<td>Yes</td>
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<td>TBD, First Alternate</td>
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<td>Michael Long, Second Alternate</td>
<td>No</td>
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<tr>
<td>Metropolitan Transit System</td>
<td>Mark Thomsen</td>
<td>No</td>
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<tr>
<td>North County Transit District</td>
<td>Johnny Dunning, Jr.</td>
<td>No</td>
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**ADVISORY MEMBERS (ATTENDANCE NOT COUNTED FOR QUORUM PURPOSES)**

| Caltrans                  | Melina Pereira           | Yes       |          |
|                          | Bing Luu                 | Yes       |          |

**OTHER ATTENDEES**

| Matt Little               | Alex Estrella            |
|                          | Ellison Alegre           |
|                          | Erik Mumm                |
|                          | Laurie Gartrell          |
|                          | Rachel Kennedy           |
|                          | Sam Sanford              |
|                          | Sue Alpert               |
January 16, 2018

City Managers/County Chief Administrative Officer;
Cities/County Transportation Advisory Committee;
Local Agency TransNet Program Contacts;
Metropolitan Transit System;
North County Transit District;
Caltrans

SUBJECT: 2018 Regional Transportation Improvement Program

This memo outlines the process and schedule for the next update to the Regional Transportation Improvement Program (RTIP), a multi-year program of proposed major transportation projects that includes the TransNet Program of Projects (POP) covering the five-year period from fiscal year (FY) 2018/2019 through FY 2022/2023. The 2018 RTIP is scheduled for adoption by the San Diego Association of Governments (SANDAG) Board of Directors on September 28, 2018.

SANDAG, acting as the San Diego County Regional Transportation Commission, approves the TransNet POP as an element of the RTIP. In developing and approving the list of TransNet POP to be included in the RTIP, each agency and SANDAG must comply with all provisions of the TransNet Ordinance and Expenditure Plan in addition to any other implementing ordinances, policies, and rules as appropriate.

Due to the anticipated September adoption of the 2018 RTIP, for TransNet purposes the 2016 RTIP will continue to be in effect until September 2018. For federal- and state-funded projects, the 2016 RTIP will be in effect until the federal adoption of the 2018 RTIP, anticipated to be in mid-December 2018.

Pursuant to federal and state laws and the TransNet Ordinance, agencies are required to submit projects that cover the next five fiscal years. The SANDAG Board of Directors is scheduled to release the draft 2018 RTIP at its July 27, 2018, meeting, including its air quality conformity determination for a 30-day public comment period, and to set the September 7, 2018, Transportation Committee meeting to hold a public hearing. Upon close of public hearing, and pending any changes, the Transportation Committee is scheduled to recommend that the SANDAG Board adopt the final 2018 RTIP at their September 28, 2018, meeting. In order to meet this timeline, the agencies must submit projects in ProjectTrak no later than March 16, 2018.
**San Diego Forward: The Regional Plan**

San Diego Forward: The Regional Plan (Regional Plan) is the long-range transportation vision for the region. The RTIP implements the projects identified in the initial years of the Regional Plan. The RTIP is required to be consistent with the projects in the Regional Plan, including scope, cost, and schedule. The current Regional Plan was approved by the SANDAG Board of Directors on October 9, 2015. Capacity Increasing (CI) capital projects, beyond the initial study phase, cannot be included in the RTIP unless they are also included in the Regional Plan.

**Background**

Federal Metropolitan Planning and Air Quality Conformity Regulations identify the required content of the RTIP and prescribe the process for air quality conformity analysis. The RTIP must include all major projects requesting certain categories of federal/state transportation funding or federal project approval. All regionally significant and/or CI transportation projects, regardless of funding sources, are required to be included in the RTIP and incorporated into the regional air quality quantitative emissions analysis. All projects included in the 2018 RTIP must be consistent with the Regional Plan for the San Diego region.

The projects in the RTIP must be based on committed or reasonable expectation of funds availability for all projects constrained by year, based on available revenues. A major component of the RTIP includes the state and federal transportation projects adopted by the California Transportation Commission (CTC) for the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP). The CTC is scheduled to adopt the 2018 STIP in March 2018 and the 2018 SHOPP no later than April 1, 2018.

The 2018 RTIP details the major projects anticipated to be initiated and/or implemented during the period FY 2018/2019 to FY 2022/2023. Projects using the following categories of federal, state, and local funding must be included in the RTIP:

**Federal Transportation Funds**

1. Regional Surface Transportation Program
2. Congestion Mitigation and Air Quality Program
3. Transportation Alternative Program (TAP): 1
4. Highway Bridge Program/High Risk Rural Roads
5. Highway Safety Improvement Program
6. Federal Lands Highways/Indian Reservation Roads
7. Federal Demonstration/High Priority Projects – carryover and/or repurposed earmarks only

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1 TAP funds include Active Transportation, Recreational Trails, Safe Routes to School, and other federal discretionary programs.
8. Federal Transit/Rail Administration programs
10. Public Lands Highway
11. Any other federal transportation programs

State Transportation Funds
1. STIP – Regional and Interregional Improvement Programs
2. SHOPP
3. Funding from Proposition 1A/1B programs
4. Funding from Senate Bill 1 (Beall, 2017) (SB 1) programs
5. Cap and Trade Programs including Transit and Intercity Rail Capital Program and Low Carbon Transit Operations Program.
6. Active Transportation Program
7. Any other state transportation programs

Local Transportation Funds
1. TransNet Sales Tax Measure – all fund types
2. Transportation Development Act (TDA)
3. Local Funds (developer fees, Highway Users Tax Accounts and SB 1 Roadway Maintenance and Rehabilitation Account, toll funds, etc.) at agencies’ discretion

For federal programs and certain state programs, there are specific local match requirements. The local match must be programmed in the year and phase in which the funds are anticipated to be obligated. If utilizing Toll Credits as the match, they must be programmed in the RTIP; however, they will not be included as part of the total cost of the project.

TransNet – Local Street Improvements

Any major project with a total cost of $300,000 or more should be individually listed in the RTIP. SANDAG encourages agencies to “lump sum,” or aggregate, individual projects costing less than $300,000 and of a similar type of work (e.g., minor roadway resurfacing) as a single project, as long as the type of work being proposed is consistent with the air quality exempt project classifications (see Tables 1 and 2).

- **TransNet Revenue Estimates:** The actual fund allocations to each agency will be based on monthly sales tax receipts from the State Board of Equalization with the fund distribution updated annually using current population and maintained miles data as published by the
State. The five-year revenue estimate is not available at this time; however, this information will be distributed electronically and posted on the RTIP website as well as in the “Reports” section of ProjectTrak as soon as it becomes available (towards early February).

- **Public Hearing:** Board Policy No. 31: *TransNet* Ordinance and Expenditure Plan Rules, requires each local agency to hold a public hearing prior to adoption of the 2018 RTIP for *TransNet* funded projects. The submittals must include evidence of formal action by the legislative bodies of the cities and the County (i.e., governing body resolution). Attachment A is a draft sample resolution that SANDAG encourages agencies to use for this purpose. Agencies can add to, but not delete or replace, any section of the resolution. A final resolution template will be available at the end of February and will be posted on the 2018 RTIP website.

- **Requirement under *TransNet* Ordinance:** The *TransNet* Ordinance includes several requirements, including the bicycle and pedestrian accommodation, congestion relief and maintenance distribution, maintenance of effort formula, and the Regional Transportation Congestion Improvement Program. Sections relevant to programming are shown in Attachment B.

- **Independent Taxpayer Oversight Committee (ITOC):** The *TransNet* Ordinance includes the responsibilities of the ITOC. One of its main responsibilities is to review and recommend to the Transportation Committee or the Board the *TransNet* POP proposed by local agencies (see Section 11 of the Ordinance).

- **Debt Financing:** For those agencies with project cash flow needs that exceed the estimated *TransNet* revenues available, debt financing options are available for either short-term (Commercial Paper program) or for the long-term (long-term bond). *TransNet* Policy prescribes the requirements for debt financing. Council/Board resolution and an executed Memorandum of Agreement are required before any debt can be issued. Projects funded through this mechanism are required to be programmed in the RTIP. To participate, interested agencies should contact Lisa Kondrat-Dauphin at (619) 699-1942 or lisa.kondrat-dauphin@sandag.org.

- **Environmental Mitigation Program for Local Streets and Roads:** The *TransNet* Extension Ordinance includes a funding allocation for the mitigation of biological impact resulting from transportation projects. This program is called the Environmental Mitigation Program (EMP). Local streets and road projects are eligible to utilize this funding allocation. Any project included in the RTIP can request SANDAG assistance to help identify and secure potential mitigation sites to comply with both the California Environmental Quality Act requirements and federal and state permit conditions. Currently, SANDAG has 408 acres of upland mitigation credits available for use by local jurisdictions that need to offset their impacts from local streets and roads. Any jurisdiction wishing to utilize existing credits or other mitigation needs covered by the EMP should contact Kim Smith, EMP Program Manager, at (619) 699-6949 or kim.smith@sandag.org.

The *TransNet* Ordinance and the *TransNet* Policy documents are also available on the RTIP website. Agencies are encouraged to review the pertinent sections of the ordinance and within the policy for further information. The 2018 RTIP website can be accessed through the following link: sandag.org/2018RTIP.
Bicycle Projects

In September 2013, the SANDAG Board adopted the Regional Bike Plan Early Action Program (EAP), which prioritized regional bike projects to be funded with, among other programs, the *TransNet* Bicycle, Pedestrian, and Neighborhood Safety Program and the TDA Bike program. Additionally, the Board approved to set aside $1 million per year to support local non-motorized projects. Projects funded under the call for projects process with local agencies as the lead agency are generally listed as a group project listing in the RTIP as Various Agencies (V12). EAP projects, which can be either a grouped project listing or individually listed, are listed with SANDAG as the lead agency. If a bike project is funded with federal or state funds in addition to the local *TransNet* or TDA bike funds, those projects can be listed individually by the sponsoring agency.

Congestion Management Process

Pursuant to 23 Code of Federal Regulations (CFR) 450.320, each metropolitan planning organization area designated as a Transportation Management Area that is non-attainment for ozone or carbon monoxide may not program federal funds for any project that will result in a significant increase in carrying capacity for single occupant vehicles unless the project results from a congestion management process (CMP). Any CI project seeking federal funds must have conducted a congestion management analysis before it can be programmed in the RTIP. Agencies must demonstrate that their projects are in compliance with this regulation as part of the submittal process in ProjectTrak. More information on this process will be discussed during the 2018 RTIP Update workshop, and is also available at the following website: sandag.org/cmp.

Federal Air Quality Conformity Requirements

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase the transportation system capacity, including major local- and developer-funded projects, any other state or federally funded projects that might not otherwise appear in the RTIP, and new projects or major changes in project scope for existing programmed projects. Agencies are asked to review all of their CI projects in the current 2016 RTIP and to provide updated information as necessary. This level of information is necessary to provide accurate regional transportation/emissions forecast modeling. In addition to the written information, agencies are required to provide diagrams (before and after) for each CI project. Projections of pollutant emissions are developed for several analysis years based on the estimated project opening dates. Attachment C provides guidance on the type of information required for each CI project and samples of maps and diagrams.

The United States Environmental Protection Agency's Air Quality Conformity Rule includes a list of project categories that are exempt from air quality conformity determinations or regional emissions analysis. Table 1 lists projects exempt from air quality conformity determination, and Table 2 lists the types of projects exempt from regional emissions analysis. These projects can be included and subsequently amended into the RTIP without a conformity finding or a new regional emissions analysis.
Performance Management Requirements

Beginning with the 2018 RTIP, SANDAG is required to report on progress toward implementing federal regulations related to performance monitoring. The federal surface transportation bill, Moving Ahead for Progress in the 21st Century Act, signed into law in 2012, included new requirements for the establishment of a performance-based program and required the Department of Transportation to establish national performance measures in specific goal areas. These provisions were continued in the Fixing America’s Surface Transportation Act, which was signed into law in 2015.

In compliance with these new federal mandates, agencies are being asked to provide additional information when programming projects in the RTIP related to safety, pavement, and bridge improvements. The new ProjectTrak sections support the transportation safety final rule, referred to as PM1 (23 CFR Part 490 Subparts A & B and Part 924), and the bridge and pavement final rule, referred to as PM 2 (23 CFR Part 490 Subparts A, C, & D). The intent of this new section is to capture the region’s collective efforts that support state and regional targets for these two performance measurement areas. To that end, agencies are being asked to estimate the percentage of project cost being spent on safety. In addition, if a project contains any portion of the National Highway System, agencies are being asked to estimate the percentage of project cost being spent on pavement improvement and/or bridge deck improvement as well as providing the lane miles and/or deck area square feet of those improvements.

2018 RTIP Review, Adoption, and Update Schedule

The 2018 RTIP is due to the State by October 1, 2018. Attachment E provides the RTIP schedule. Important dates to remember include the following:

- March 16, 2018 – Projects (including CI maps/CMP information) are due in ProjectTrak. Projects submitted after this date will not be accepted.
- June 29, 2018 – Signed resolutions for TransNet funded projects are uploaded in ProjectTrak.
- July 27, 2018 – SANDAG Board is scheduled to release the draft 2018 RTIP and conformity determination for public comment.
- September 7, 2018 – Transportation Committee is scheduled to hold Public Hearing.
- September 28, 2018 – SANDAG Board is scheduled to adopt the 2018 RTIP.
- December 17, 2018 – Anticipated federal approval of the Final 2018 RTIP.

Supplemental Information

This memo and all attachments are available on the 2018 RTIP website, located here: sandag.org/2018RTIP.

SANDAG is scheduled to hold a workshop for the 2018 RTIP Update on Tuesday, February 6, 2018, from 1 to 4 p.m. The workshop will be held at the SANDAG offices, located at 401 B Street, San Diego, CA, 92101, in the Board Conference Room on the 7th floor. The purpose of this workshop is to provide additional details to member agencies and to provide an overview of the process and requirements.
for project submittals and related programming issues. Additional information for 2018 RTIP Update workshop will be distributed separately and will be posted on the 2018 RTIP website as soon as it is available.

If you have any questions specific to TransNet Ordinance or Policy, please contact Ariana zur Nieden at (619) 699-6961 or ariana.zurnieden@sandag.org. For all other questions or clarifications, please contact me at (619) 595-5318 or sue.alpert@sandag.org.

Sincerely,

SUE ALPERT
Associate Financial Analyst

SALP/kwa

Enclosures:

☒ Table 1 – Projects Exempt from Air Quality Conformity Determination
☒ Table 2 – Projects Exempt from Regional Emissions Analysis
☒ Attachment A – Draft TransNet Resolution Template
☒ Attachment B – Relevant Sections of TransNet Ordinance
☒ Attachment C – Project Description Guidelines for Capacity Increasing Projects/Sample Diagram
☒ Attachment D – Regional Plan Appendix U.7 SANDAG Federal Congestion Management Process
☒ Attachment E – Schedule for 2018 RTIP
Table 1

Projects Exempt From Air Quality Conformity Determination*

<table>
<thead>
<tr>
<th>Safety Projects</th>
<th>Mass Transit Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railroad/highway crossing.</td>
<td>Purchase of support vehicles.</td>
</tr>
<tr>
<td>Safer non-Federal-aid system roads.</td>
<td>Purchase of office, shop, and operating equipment for existing facilities.</td>
</tr>
<tr>
<td>Increasing sight distance.</td>
<td>Construction or renovation of power, signal, and communications systems.</td>
</tr>
<tr>
<td>Traffic control devices and operating assistance other than signalization projects</td>
<td>Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).</td>
</tr>
<tr>
<td>Guardrails, median barriers, crash cushions.</td>
<td>Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet¹.</td>
</tr>
<tr>
<td>Pavement marking.</td>
<td></td>
</tr>
<tr>
<td>Fencing.</td>
<td></td>
</tr>
<tr>
<td>Safety roadside rest areas.</td>
<td></td>
</tr>
<tr>
<td>Truck climbing lanes outside the urbanized area.</td>
<td></td>
</tr>
<tr>
<td>Widening narrow pavements or reconstructing bridges (no additional travel lanes).</td>
<td></td>
</tr>
</tbody>
</table>

¹6
### Air Quality Projects

- Continuation of ride-sharing and van-pooling promotion activities at current levels.
- Bicycle and pedestrian facilities.

### Other Projects

Specific activities which do not involve or lead directly to construction, such as:

- Planning and technical studies.
- Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- Noise attenuation.
- Plantings, landscaping, etc.
- Directional and informational signs.
- Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.
- Grants for training and research programs.
- Federal-aid systems revisions.
- Emergency or hardship advance land acquisitions (23 CFR 710.503).
- Acquisition of scenic easements.
- Sign removal.
- Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).

*Source: Part II Environmental Protection Agency 40 CFR Part 93 Transportation Conformity Rule, as amended, April 2012

1 In PM10 and PM2.5 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.
Table 2

Projects Exempt From Regional Emissions Analysis*

<table>
<thead>
<tr>
<th>Intersection channelization projects</th>
<th>Intersection signalization projects at individual intersections</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interchange reconfiguration projects</td>
<td>Changes in vertical and horizontal alignment</td>
</tr>
<tr>
<td>Truck size and weight inspections stations</td>
<td>Bus terminals and transfer points</td>
</tr>
</tbody>
</table>

*Source: Part II Environmental Protection Agency 40 CFR Part 93 Transportation Conformity Rule, as amended, April 2012
WHEREAS, on November 4, 2004, the voters of San Diego County approved the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (TransNet Extension Ordinance); and

WHEREAS, the TransNet Extension Ordinance provides that SANDAG, acting as the Regional Transportation Commission, shall approve on a biennial basis a multi-year program of projects submitted by local jurisdictions identifying those transportation projects eligible to use transportation sales tax (TransNet) funds; and

WHEREAS, the City/County of [ ] was provided with an estimate of annual TransNet local street improvement revenues for fiscal years 2019 through 2023; and

WHEREAS, the City/County of [ ] has held a noticed public hearing with an agenda item that clearly identified the proposed list of projects prior to approval of the projects by its authorized legislative body in accordance with Section 5(A) of the TransNet Extension Ordinance and Rule 7 of SANDAG Board Policy No. 31;

NOW THEREFORE,

BE IT RESOLVED that pursuant to Section 2(C)(1) of the TransNet Extension Ordinance, the City/County of [ ] certifies that no more than 30 percent of its cumulative revenues shall be spent on local street and road maintenance-related projects.

BE IT FURTHER RESOLVED that pursuant to Section 4(E)(3) of the TransNet Extension Ordinance, the City/County of [ ] certifies that all new projects, or major reconstruction projects, funded by TransNet revenues shall accommodate travel by pedestrians and bicyclists, and that any exception to this requirement permitted under the Ordinance and proposed shall be clearly noticed as part of the City/County of [ ]’s public hearing process.

BE IT FURTHER RESOLVED that pursuant to Section 8 of the TransNet Extension Ordinance, the City/County of [ ] certifies that the required minimum annual level of local discretionary funds to be expended for street and road purposes will be met throughout the 5-year period consistent with the most recent Maintenance of Effort Requirements adopted by SANDAG.

BE IT FURTHER RESOLVED that pursuant to Section 9A of the TransNet Extension Ordinance, the City/County of [ ] certifies that it will exact $2,404.14, plus all applicable annual increases, from the private sector for each newly constructed residential housing unit in that jurisdiction (unless exempted under the TransNet Extension Ordinance,) and shall contribute such exactions to the Regional Transportation Congestion Improvement Program (RTCIP).
BE IT FURTHER RESOLVED that pursuant to Section 13 of the TransNet Extension Ordinance, the City/County of [ ] certifies that it has established a separate Transportation Improvement Account for TransNet revenues with interest earned expended only for those purposes for which the funds were allocated.

BE IT FURTHER RESOLVED that pursuant to Section 18 of the TransNet Extension Ordinance, the City/County of [ ] certifies that each project of $250,000 or more will be clearly designated during construction with TransNet project funding identification signs.

BE IT FURTHER RESOLVED that the City/County of [ ] does hereby certify that all other applicable provisions of the TransNet Extension Ordinance and SANDAG Board Policy No. 31 have been met.

BE IT FURTHER RESOLVED that the City/County of [ ] agrees to indemnify, hold harmless, and defend SANDAG, the San Diego County Regional Transportation Commission, and all officers and employees thereof against all causes of action or claims related to City/County of [ ]’s TransNet funded projects.

PASSED AND ADOPTED by the City/County of [ ] on the _____day of _____, 2018.
Relevant Sections of the *TransNet Ordinance*

**Section 2(C)(1)**

Local Street and Road Program:...In developing projects, “At least 70% of the revenues provided for local street and road purposes should be used to fund direct expenditures for construction of new or expanded facilities, major rehabilitation and reconstruction of roadways, traffic signal coordination and related traffic operations improvements, transportation-related community infrastructure improvements to support smart growth development, capital improvements needed to facilitate transit services and facilities, and operating support for local shuttle and circulator routes and other services. No more than 30% of these funds should be used for local street and road maintenance purposes. A local agency desiring to spend more than 30% of its annual revenues on local street and road maintenance-related projects shall provide justification to the Commission as part of its biennial project list submittal. The Commission shall review each local agency’s biennial project list submittal and make a finding of consistency with the provisions of this” (See Rule 18 of Board Policy 31)

**Section 4(E)(3)**

“All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the costs of including bikeways and walkways would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines.” (see Rule 21 of Board Policy 31)

**Section 6**

PROJECT PROGRAMMING APPROVAL: “The Commission shall biennially approve a five-year project list and a biennial program of projects to be funded during the succeeding two fiscal years with the revenues made available under Section 4 herein. The program of projects will be prepared as part of the Regional Transportation Improvement Program (RTIP) process as required by state and federal law. A public hearing will be held prior to approval of the program of projects.” (see Rule 7 of Board Policy 31)

**Section 8**

MAINTENANCE OF EFFORT: “It is the intent of the Legislature, as stated in the Act, and the Commission that revenues provided from this measure be used to augment, not supplant existing local revenues being used for the purposes set forth in Section 4 herein. Each local agency receiving revenues pursuant to Section 4(D) shall annually maintain as a minimum the same level of local discretionary funds expended for street and road purposes on average over the last three fiscal years completed prior to the operative date of this Ordinance (Fiscal Years 2000-01, 2001-02, 2002-03), as was reported in the State Controller’s Annual Report of Financial Transactions for Streets and Roads and as verified by an independent auditor. The maintenance of effort level as determined through this process shall be subject to adjustment every three
years based on the Construction Cost Index developed by Caltrans. Any increase in the maintenance of effort level based on this adjustment shall not exceed the growth rate in the local jurisdiction’s General Fund revenues over the same time period. The Commission shall not allocate any revenues pursuant to Section 4(D) to any eligible local agency in any fiscal year until that local agency has certified to the Commission that it will include in its budget for that fiscal year an amount of local discretionary funding for streets and roads purposes at least equal to the minimum maintenance of effort requirement. An annual independent audit shall be conducted to verify that the maintenance of effort requirement for each agency was met. Any local agency which does not meet its maintenance of effort requirement in any given year shall have its funding under Section 4(D)(1) reduced in the following year by the amount by which the agency did not meet its required maintenance of effort level. In the event that special circumstances prevent a local agency from meeting its maintenance of effort requirement, the local agency may request up to three additional fiscal years to fulfill its requirement. Such a request must be approved by the Commission. The Independent Taxpayer Oversight Committee shall also review such requests and make recommendations to the Commission. Any local street and road revenues not allocated pursuant to the maintenance of effort requirement shall be redistributed to the remaining eligible agencies according to the formula described in Section 4(D)(1). The maintenance of effort requirement also shall apply to any local agency discretionary funds being used for the other purposes specified under Section 4. In addition, revenues provided from this Ordinance shall not be used to replace other private developer funding that has been or will be committed for any project.” (see Rule 22 of Board Policy 31)

Section 9.

REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (RTCIP): A. New Development Exactions: Starting on July 1, 2008, each local agency in the San Diego region shall contribute $2,404.14 in exactions from the private sector, for each newly constructed residential housing unit in that jurisdiction to the RTCIP. These exactions shall ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements, as defined in San Diego Association of Governments’ (SANDAG’s) most recent, adopted Regional Transportation Plan. New residential housing units constructed for extremely low, very-low, low, and moderate income households, as defined in California Health and Safety Code Sections 50105, 50106, 50079.5 and 50093, will be exempted from the $2,404.14 per unit contribution requirement. The amount of contribution shall be increased annually, in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index published by the Engineering News Record or similar cost of construction index. Each local agency shall establish an impact fee or other revenue Funding Program by which it collects and funds its contribution to the RTCIP. Each local agency shall be responsible for providing its monetary contribution to the RTCIP. The RTCIP revenue will be used to construct improvements on the Regional Arterial System such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for regional express bus and rail transit. This action is predicated on the desire to establish a uniform
mitigation program that will mitigate the regional transportation impacts of new development on the Arterial system.

While the RTCIP cannot and should not fund all necessary regional transportation network components and improvements, the RTCIP will establish a new revenue source that ensures future development will contribute its pro rata share towards addressing the impacts of new growth on regional transportation infrastructure.

B. Oversight, Audit and Funding Allocations

The Regional Transportation Congestion Improvement Program (RTCIP) shall be overseen by SANDAG and implemented by each local agency, with the objective of developing a consolidated mitigation program for the San Diego region as a funding source for the regional Arterial System. The RTCIP and each local agency’s Funding Program shall be subject to an annual review and audit to be carried out by the SANDAG and the Independent Taxpayers Oversight Committee, as defined in Section 11 of this Ordinance. Any local agency that does not provide its full monetary contribution required by Section (A) in a given fiscal year will not be eligible to receive funding for local streets and roads under section 4(D)(1) of the TransNet Ordinance for the immediately following fiscal year. Any funding not allocated under 4(D)(1) as a result of this requirement shall be reallocated to the remaining local agencies that are in compliance with this Section.

C. Implementation of the Regional Transportation Improvement Program (RTCIP)

Provisions for implementation of the RTCIP are described in the document titled “TransNet Extension Regional Transportation Congestion Improvement Program,” which is hereby incorporated by reference as if fully set forth herein. (See Rule 23 of Board Policy 31)
**Project Description Guidelines for Capacity Increasing Projects**

For the entire length of the project we need the existing and future geometrics for both the roadway and intersection details of the project:

<table>
<thead>
<tr>
<th>Surface Street</th>
<th>Freeway Ramp</th>
<th>Freeway</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Roadway Detail</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td># of Lanes by Direction (Indicate if One-Way Street)</td>
<td># of Mixed Flow Lanes</td>
<td># of Mixed Flow Lanes</td>
</tr>
<tr>
<td>Posted Speed Limit</td>
<td># HOV Lanes</td>
<td># of Auxiliary or Truck Lanes</td>
</tr>
<tr>
<td>Median Type</td>
<td>Direct Access Ramp</td>
<td># of HOV/ML Lanes (include access points)</td>
</tr>
<tr>
<td>• Median</td>
<td>• Transit-Only</td>
<td></td>
</tr>
<tr>
<td>• Center Left Turn</td>
<td>• HOV &amp; Transit</td>
<td></td>
</tr>
<tr>
<td>• None</td>
<td>• Managed</td>
<td></td>
</tr>
<tr>
<td><strong>Intersection Detail</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Control Type</td>
<td>Additional to the detail from surface street, please add Ramp Meter</td>
<td>N/A</td>
</tr>
<tr>
<td>• Stop (2-Way, 4-Way)</td>
<td>• HOV Meter</td>
<td></td>
</tr>
<tr>
<td>• Signal</td>
<td>• Non-HOV Meter</td>
<td></td>
</tr>
<tr>
<td>• Unsignalized Approach Information (# of Lanes)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Left/Thru/Right</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Free Right</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Prohibited Turn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Transit Lane</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Project information exhibits can range from a simple hand drawn diagram to a CAD based diagram (see attached example). Information can be included in one exhibit or using several diagrams.

If the facility is new or is being realigned, please provide alignment routing along with the relevant information exhibits.
Appendix U7
SANDAG Federal Congestion Management Process

Appendix U7 Contents
Introduction
Background
Regional Transportation Systems
Performance Monitoring
Multimodal Alternatives and Non-Single Occupancy Vehicle Analysis
Land Use Impact Analysis
Intergovernmental Review
Congestion Management Tools
System Development Measures
Regional/Federal Transportation Improvement Program
SANDAG Federal Congestion Management Process

Introduction
Federal Highway Administration 23 CFR §450.320 requires that each transportation management area (TMA) address congestion management through a process involving an analysis of multimodal metropolitan-wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding. The requirements specifically state that “in TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for single occupancy vehicles (SOV) is proposed to be advanced with Federal funds.” Additionally, the guidelines state that “federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.”

SANDAG was designated as the TMA for the San Diego region. The Regional Plan serves as the long-range transportation plan for the region or its Regional Transportation Plan. The Regional Plan meets the requirements of 23 CFR §450.320 by incorporating the following federal congestion management process: (1) performance monitoring and measurement of the regional transportation system; (2) multimodal alternatives and non-SOV analysis; (3) land use impact analysis; (4) the provision of congestion management tools; and (4) integration with the Regional Transportation Improvement Program (RTIP) process.

Background
California State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). The requirements within the State CMP were developed to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG provided regular updates for the State CMP from 1991 through 2008. In October 2009, the San Diego region elected to be exempt from the State CMP and, since this decision, SANDAG has been abiding by 23 CFR §450.320 to ensure the region’s continued compliance with the Federal congestion management process.

Regional Transportation System
The Regional Plan includes a regional transportation system of highways, regional transit service, regional arterials, and active transportation projects. Chapter 2 of the Regional Plan provides a comprehensive overview of the elements of 21st century mobility, including the regional transit strategy, the active transportation network, local streets and roads, Managed Lanes, highway improvements, intelligent transportation systems, transportation demand management, goods movement strategy, aviation and ground access, and planning across borders components (interregional with neighboring counties and international with Baja California, Mexico).
Performance Monitoring

The Regional Plan includes a variety of strategies to enhance regional transportation systems management including multimodal traffic management techniques, as well as new techniques related to both improving performance monitoring, and information and services to regional transportation systems users. The Regional Plan also provides a comprehensive overview of systems management techniques. Chapter 5 includes a discussion of performance monitoring and implementation. Appendix N includes detailed performance results of the transportation network. Performance monitoring reports include the State of Commute Report, Regional Comprehensive Plan (RCP) Monitoring Report, the TransNet Independent Taxpayer Oversight Committee (ITOC) Quarterly Corridor Performance Report, as well as the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) Quarterly Transit Performance Monitoring Report.

The State of the Commute, RCP Monitoring, and ITOC Quarterly Corridor Performance reports include, but are not limited to, monitoring:

- Freeway miles traveled per person during weekdays
- Freeway miles traveled per hour during weekdays
- Regional travel by transit
- Total transit, rail, and bus ridership
- San Diego regional annual transit boardings
- Transit use in well served areas
- Regional commute mode shares
- Drive alone mode share
- Alternative Transportation Mode share (carpool/vanpool, public transit, walk, bike, telework, other)
- Auto and transit passenger travel times and travel volumes in key corridors
- Annual hours of traffic delay per traveler
- Annual peak period delay during weekdays
- Regional bottlenecks determined by annual freeway delay (vehicle hours) per lane mile
- Delay by freeway during commute periods

The State of the Commute Report is updated annually, while the Regional Plan Performance Monitoring Report will be produced every four years in a timeframe that is staggered with the preparation of the next Regional Plan. The next monitoring report is due out in 2018.

The Quarterly Transit Performance Monitoring Report includes monitoring the efficiency and productivity of transit operating services by service type. These indicators include:

- Operating cost per passenger
- Operating cost per revenue hour
- Passengers per revenue hour
The Coordinated Plan also includes annual transit performance indicators by service route for both the Metropolitan Transit System (MTS) and North County Transit District (NCTD). This plan is updated every two years.

**Multimodal Alternatives and Non-Single Occupancy Vehicle Analysis**

SANDAG incorporates multimodal alternative and non-SOV analysis throughout all levels of planning and/or programming for transportation project improvements. These forms of analysis are incorporated whether the project improvement relates to an SOV or non-SOV capacity increasing improvement. The three primary areas of project development involved in this analysis include: (1) regionwide study analysis through the Regional Plan and RTIP; (2) corridor study analysis; and (3) local level analysis.

**Regionwide study analysis**

The Regional Plan incorporates recommendations from various corridor studies, transit studies, and project study reports. All projects, services, and programs are evaluated and prioritized for future funding. A discussion of the revenue constrained funding can be found in Chapter 3 and Appendix O. The Regional Plan also includes regionwide and corridor level performance indicators that are reflective of a multimodal approach and inform the development and management of the most effective long-term transportation system, as well as demand management strategies for minimizing and/or managing anticipated congestion. Appendices M and N provide a comprehensive overview of the development of the Regional Plan transportation project evaluation criteria and plan performance measures and methodologies.

The RTIP serves as the short-term programming document that implements the Regional Plan, and includes projects funded with federal, state, and local transportation funding. These projects include regionally significant capacity increasing projects (as identified in the Regional Plan), minor projects, maintenance and operations projects, and other exempt projects. For the regionally significant capacity increasing projects including SOV capacity increasing projects, the RTIP relies on the process implemented through the Regional Plan for the coordination and consultation involved in developing and establishing the congestion management strategies. The projects included in the RTIP are the end result of implementing the process established in the Regional Plan.

**Corridor study analysis**

Corridor studies incorporate long-range multimodal transportation projects including operational improvements, highway capacity increasing improvements, transit service improvements, active transportation, and transportation demand management (TDM), and transportation systems management (TSM). Corridor studies allow for opportunities to highlight the need for additional transportation improvements and/or the future planning development of projects as related to the Regional Plan. Examples of recent SANDAG corridor studies include:

- I-8 Corridor Study
- I-5 South Multimodal Corridor Study
- SR 78 Corridor Study

Other corridor studies include transportation concept summaries (TCS), transportation concept reports (TCR), and project study reports (PSR) developed by Caltrans, as well as corridor system management plans (CSMP) jointly...
developed by Caltrans and SANDAG. The development of PSRs informs the development of Regional Plan priorities and RTIP programming.

**Local level analysis**

Local jurisdiction projects that receive federal funds to develop capacity increasing improvements are required to provide sufficient documentation that an appropriate multimodal alternative and non-SOV analysis has been performed. This analysis is required to be completed prior to submitting a project for inclusion within the RTIP.

**Land Use Impact Analysis**

**Regional models**

The Regional Plan includes the 2050 Regional Growth Forecast which is based on land use inputs gathered from the region’s 18 incorporated cities and the county. These inputs include current adopted general and community plans, and draft general plan updates, as provided by the local land use authority. SANDAG uses three models in its forecasts: (1) the Demographic and Economic Forecasting Model (DEFM); (2) the Urban Development Model (UDM); and (3) the Activity Based Model. The Regional Plan Appendix T provides additional information related to the SANDAG transportation modeling and forecasting processes.

**Intergovernmental Review**

Per state law, SANDAG has the authority to determine whether a project or plan will need to be reviewed for regional significance. SANDAG staff reviews projects and determines if they are regionally significant based on the amount of traffic generated and other regionally significant issues. If significant, environmental review of projects should include consideration of applicable policy objectives contained in the Regional Plan.

For projects considered to have significant impacts, SANDAG staff provides comments from a regional perspective that emphasize the need for land use and transportation coordination and are based on policies contained in the Regional Plan. In addition to the Regional Plan, SANDAG provides resources for the evaluation of projects including:

- San Diego Region Aggregate Supply Study
- Designing for Smart Growth, Creating Great Places in the San Diego Region
- Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region
- Trip Generation for Smart Growth
- Parking Strategies for Smart Growth
- Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in Environmental Impact Reports
- Integrating Transportation Demand Management Into the Planning and Development Process: A Reference for Cities
- Regional Parking Management Toolbox
- Transit Oriented Districts: A strategy for the San Diego Region
**Congestion Management Tools**
The Regional Plan provides a variety of congestion management tools. Many of these tools and strategies are included in Chapters 2 and 5 of the Regional Plan. In addition, the Regional Plan provides incentives and assistance to local member agencies to encourage smart growth development in the areas identified on the Smart Growth Concept Map. The SANDAG “Smart Growth Tool Box” includes both planning and financial tools.

**Systems Development Measures**
- Improvements to the current system that will improve the convenience and travel speed of bus and rail services.
- Implementation of new transit services that will improve transit in more areas and offer new service types designed to attract new riders to transit.
- Enhancing the transit customer experience to make transit easier, safer, and more enjoyable to use. Enhancements can include increased station amenities and low-floor vehicles to improve accessibility.
- Continue to develop and enhance active transportation through bike and pedestrian facilities and bike lockers, and implementation of the Regional Bicycle Plan.
- Continue to develop and enhance safe routes to schools plans and strategies including the “San Diego Regional Safe Routes to School Strategic Plan.”

**TSM measures**
- Multimodal integration and performance based management including performance monitoring and real time modeling/simulation.
  - *Traveler information* - aims to increase awareness and the information available on travel choice, and impact, such that travelers can actively participate in reducing both network demand and personal trip-impact. The program delivers both systems and education outreach campaigns to raise the awareness of the direct relationship that route choice, personal driving habits, and the trip timing have on reducing fuel consumption, vehicle operating expenses and vehicle emissions.
  - *Arterial management* - focuses on managing arterial roadways (major streets) in order to reduce delays and result in quicker trips and lower vehicle emissions. Improvements to arterial detection and signal interconnect will provide the ability to create a traffic signal system that is dynamic and coordinated throughout the region. Improving the flow of traffic on arterial roadways is among the most cost-effective TSM strategies for reducing stop-and-go traffic, cutting overall travel times, and lowering fuel consumption and pollution.
  - *Freeway management* - is responsible for deploying systems that improve operational efficiency of freeway control infrastructure; enable freeway managers to have greater control over vehicle operating speeds; facilitates freeway manager’s ability to communicate with the traveling public the impact of events, incidents, and congestion. It also provides freeway managers with greater operational visibility to operating conditions both on and off network. Some of the systems included in this program are traffic detection technologies, closed-circuit television cameras, ramp meters, electronic message signs, and the Advanced Transportation Management System, which provides central monitoring and sign control for managing incidents.
  - *Transit management* – bus and light rail, including regional scheduling system (RSS), regional transit management system (RTMS), positive train control (PTC), and centralized train control (CTC).
- Electronic payment services including Compass Card, FasTrak® Open Road Tolling, and smart parking systems.
- Vehicle Technologies.
- Advanced Transportation Technology Program.
- Universal Transportation Account.
- Transit Infrastructure Electrification/Regional Charger Program.
- Smart Parking.

**TDM measures**
- **iCommute** is the regional TDM program. iCommute coordinates services that increase the number of commuters who carpool, vanpool, take transit, bike, walk, and telework. This includes online ridematching services, the Regional Vanpool Program, carpool incentive program, employer outreach program, support for teleworking, bike encouragement and education programs, and regional campaigns like Rideshare Month and Bike to Work Month.

- **Mobility Hubs** – Mobility hubs are places of connectivity, where different modes of transportation — walking, biking, ridesharing, and transit — come together seamlessly to link users to employment, housing, and recreational destinations. Mobility hubs expand the reach of transit by offering people more incentives to use transit and leave their cars at home. Mobility hubs can promote carsharing, bikesharing, and the use of on-demand ride services.

- **Active Traffic and Demand Management (ATDM)** – builds on Integrated Corridor Management (ICM) to dynamically monitor, control, and influence travel demand, traffic demand, and traffic flow of key corridors. ATDM facilitates the use of transportation alternatives through various approaches, including dynamic ridesharing, dynamic speed limits, dynamically priced parking, and predictive traveler information to improve overall highway efficiency.

- **Shared Mobility Services** – can fill gaps in the region’s transit services and provide an efficient transportation alternative for commute and non-commute trips. Examples of shared mobility services include carsharing, bikesharing, on-demand ride services scootershare, shared electric vehicles, and on-demand shuttle and jitney services.

- **Performance monitoring.**

**Implementation measures**
- Outreach program
- Smart Growth Concept Map
- Visualization tools and photo library
- Smart growth design guidelines
- Smart growth trip generation
- Regional Parking Management Toolbox
- Research on connections between public health, land use, and transportation
- Planning and designing for pedestrians
Regional/Federal Transportation Improvement Program

The Regional/Federal Transportation Improvement Program (R/FTIP) is a multi-billion dollar, five-year program of major highway, transit, arterial, and nonmotorized projects funded by federal, state, TransNet local sales tax, and other local and private funding.

The RTIP serves as a prioritized program designed to implement the region’s overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region.

Chapters 2 and 3 of the 2014 RTIP provide a description of the development process, including federal, state, and TransNet transportation programming requirements, and the detailed listings of projects. All local agency SOV capacity increasing projects seeking, or that is eligible for, federal funds are required to perform a multimodal alternative and non-SOV analysis prior to submitting SOV capacity increasing projects for inclusion in the RTIP. The multimodal alternative, and non-SOV analysis, must document an SOV capacity increasing project assessment that has considered the components within the congestion management tools section of the SANDAG Federal Congestion Management Process:

- Systems development measures
- TSM measures
- TDM measures
- Implementation measures

Each agency is required to assess whether the project has been evaluated for non-SOV capacity improvements. Agency documentation should be provided to SANDAG when submitting the project for inclusion in the RTIP.
In 2010, the SANDAG Board of Directors approved the San Diego Regional Safe Routes to School Strategic Plan to support local communities in establishing new Safe Routes to School programs as well as sustaining and enhancing existing efforts. Regional efforts to implement this strategy are funded as part of the Active Transportation Program.
**MAJOR TASKS**

<table>
<thead>
<tr>
<th>Major Task</th>
<th>2018</th>
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<tr>
<td>Memo to all Jurisdictions</td>
<td>16th</td>
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<tr>
<td>2018 RTIP Presentation at CTAC</td>
<td>1st</td>
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<tr>
<td>2018 RTIP Workshop</td>
<td>6th</td>
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<tr>
<td>Consultation with CWG</td>
<td>7th</td>
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<tr>
<td>All Proposed Projects Submitted in ProjectTrak</td>
<td>16th</td>
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<tr>
<td>CTC adopts statewide STIP</td>
<td>21st</td>
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<tr>
<td>Issue Project List to CWG for Consultation</td>
<td>30th</td>
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<tr>
<td>Discuss Proposed List with CWG</td>
<td>4th</td>
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<tr>
<td>Close CWG Interagency Consulting</td>
<td>13th</td>
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<tr>
<td>Complete Coding of 2018 Capacity Increasing Projects Review</td>
<td>27th</td>
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<tr>
<td>Draft Project list to ITOC</td>
<td>8th</td>
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<tr>
<td>Complete Model Runs of 2018 CI Projects</td>
<td>11th</td>
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<tr>
<td>Issue 2018 Draft Conformity Analysis for 30-Day review and comment</td>
<td>18th</td>
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<tr>
<td>Discuss 2018 Conformity Analysis at CWG Meeting</td>
<td>6th</td>
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<tr>
<td>30-Day CWG Comment Period for 2018 Draft Conformity Analysis ends</td>
<td>18th</td>
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<tr>
<td>Incorporate comments for 2018 RTIP into revised draft analysis</td>
<td>23rd</td>
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<tr>
<td>Signed Resolutions due from all agencies</td>
<td>29th</td>
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<tr>
<td>ITOC reviews draft 2018 RTIP</td>
<td>10th</td>
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<tr>
<td>TC recommends release of draft 2018 RTIP including draft AQ analysis</td>
<td>20th</td>
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<tr>
<td>BOD releases 2018 RTIP w/draft AQ analysis for 30-day public comment period</td>
<td>27th</td>
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<tr>
<td>30-day comment period ends</td>
<td>27th</td>
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<tr>
<td>TC holds public hearing on 2018 RTIP</td>
<td>7th</td>
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<tr>
<td>BOD asked to adopt final 2018 RTIP w/AQ analysis</td>
<td>28th</td>
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<tr>
<td>Submit 2018 RTIP to State for review and approval</td>
<td>1st</td>
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<tr>
<td>Start of statewide public review process</td>
<td>7th</td>
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<tr>
<td>State public review process ends</td>
<td>28th</td>
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<tr>
<td>Submit to FHWA/FTA for approval</td>
<td>16th</td>
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<tr>
<td>Approval of 2018 RTIP</td>
<td>17th</td>
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2018 Regional Transportation Improvement Program (RTIP) Update Workshop

Date: Tuesday, February 6, 2018
Time: 1:00 p.m. – 4:00 p.m.
Location: 401 B Street
San Diego, CA 92101
Board Room

Topics:
- Purpose of the RTIP
- Network Coding for Capacity Increasing Projects
- TransNet Requirements
- 2018 RTIP Update Requirements and 2016 Amendment Overlap
- State Administered Programs
- Congestion Management Process
- Performance Management Requirements
- ProjectTrak Programming Process

Who should attend:
- Public Works Managers
- Finance/Administrative Managers
- Transit Agency Capital Managers
- Anyone who submits projects in ProjectTrak

Deadline for Project Entry is March 16, 2018

Please RSVP at sue.alpert@sandag.org or accept this calendar invite.
Introduction

The Regional Transportation Congestion Improvement Program (RTCIP), an element of the TransNet Extension Ordinance, requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in their jurisdiction. The RTCIP has been implemented in the San Diego region since July 1, 2008.

The TransNet Extension Ordinance requires SANDAG to annually adjust the minimum RTCIP fee amount on July 1 of each year, based on an analysis of construction cost indices, but never less than 2 percent. The purpose of this annual adjustment is to ensure the RTCIP retains its purchasing power to improve the regional arterial system. Staff has evaluated construction cost trends and relevant indices, and based on this analysis, a 3.3 percent fee adjustment is recommended; this would raise the minimum RTCIP exaction from $2,404.14 to $2,483.48 beginning July 1, 2018. This item is scheduled for action by the SANDAG Board of Directors on February 23, 2018 (Attachment 1).

The Independent Taxpayer Oversight Committee (ITO) is scheduled to review the proposed fee adjustment at its February 14, 2018, meeting. Any significant comments will be conveyed to the Board at its February 23, 2018, meeting.

RTCIP Exemptions

The RTCIP Funding programs fall under the responsibility of the 19 local jurisdictions. Recent legislation approved by the Governor provides for reforms and incentives to facilitate and expedite the construction of affordable housing, including accessory dwelling units. Responsibility for determining RTCIP fee exemption rests with local jurisdictions and must be implemented in a manner consistent with the TransNet Extension Ordinance and the state’s Mitigation Fee Act. Attachment 2 provides guidance on RTCIP exemptions and was distributed to Cities/County Transportation Advisory Committee (CTAC) members, city managers, and finance directors at all local jurisdictions in November 2017. Since then, requests for additional guidance have been submitted to SANDAG; these will be addressed at the February 1, 2018, CTAC meeting.

Next Steps

The annual RTCIP fee adjustment report is scheduled for presentation to the Board on February 23, 2018. Staff will provide an update on the Board’s final action at the March 1, 2018, CTAC meeting. In accordance with TransNet Extension Ordinance provisions, each jurisdiction’s RTCIP Funding Program
must be submitted for review by the ITOC by April 1 of each year in order to remain eligible for TransNet Local Streets and Road funding. The annual submittal of RTCIP funding programs by local jurisdictions is scheduled for review at the April 11, 2018, ITOC meeting.

Attachments: 1. Draft February 23, 2018, SANDAG Board of Directors Report, TransNet Regional Transportation Congestion Improvement Program Proposed Fee Adjustment
2. Regional Transportation Congestion Improvement Program Accessory Dwelling Unit Exemptions Memo to Local Agencies

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Ariana zur Nieden, (619) 699-6961, ariana.zurnieden@sandag.org
TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FEE ADJUSTMENT

Introduction

The TransNet Extension Ordinance requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in that jurisdiction (units constructed for extremely low-, very low-, low-, and moderate-income households may be exempted) for contribution to the Regional Transportation Congestion Improvement Program (RTCIP). RTCIP revenue is required to be used to construct improvements on the Regional Arterial System, such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for express bus and rail transit.

The TransNet Extension Ordinance (Ordinance) further requires SANDAG to adjust the RTCIP fee amount each year and states that in no event shall the adjustment be less than 2 percent per year. The purpose of this annual adjustment is to ensure the RTCIP retains its purchasing power to improve the Regional Arterial System.

The most recent annual adjustment raised the minimum RTCIP exaction by 2 percent, from $2,357 to $2,404.14 beginning July 1, 2017. Staff evaluated construction cost trends and relevant indices, and based on the analysis discussed below, a 3.3 percent fee adjustment is recommended to the Board of Directors for approval. This would raise the minimum RTCIP exaction from $2,404.14 to $2,483.48, beginning July 1, 2018.

Discussion

Background

The purpose of the RTCIP is to help ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements, as defined in the most recent Regional Transportation Plan adopted by SANDAG. The RTCIP funding programs fall under the responsibility of the 19 local jurisdictions, which have established these programs under the state’s Mitigation Fee Act. The jurisdictions must maintain their RTCIP funding programs and comply with specific administrative requirements in order to remain eligible for TransNet local streets and road funding.
Section 9 of the Ordinance requires the RTCIP exaction to be adjusted annually in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index (CCI) published by the Engineering News Record (ENR), or a similar CCI.

**Analysis of Construction Cost Indices**

SANDAG staff evaluated changes recorded in the ENR Los Angeles CCI, which is based on monthly price changes in four areas: lumber, cement, structural steel, and labor. Los Angeles reflects construction cost trends similar to those in San Diego. During the period that covers December 2016 to December 2017 (latest available data), the ENR Los Angeles CCI increased by 3.30 percent. The other CCIs monitored grew faster, with the ENR National CCI growing 3.9 percent, and the Caltrans CCI increasing 15.2 percent.

The general consensus is that construction costs will continue to increase in 2018. There is always uncertainty in forecasting costs in the construction industry due to factors such as strengthening domestic and international growth versus uncertainties in global politics. In addition, all indices show some volatility, and for that reason, it is important to take a look at the longer picture from 2008 when the RTCIP was instituted.

Utilizing an average annual RTCIP adjustment of 2 percent from 2008 to 2017, cumulative growth of the RTCIP has been 20.2 percent, with the ENR Los Angeles CCI seeing a similar 21.5 percent growth over the same period; the ENR National CCI (29.2%) and Caltrans CCI (56.1%) both exceeded this rate over the same period. This comparison over time shows that by maintaining the annual adjustment at the minimum 2 percent increase required, the RTCIP has begun to fall behind the overall goal of keeping pace with inflation. As shown in the chart below, while the ENR Los Angeles CCI is the slowest growing of the CCIs considered, it also has increased at a faster rate than the RTCIP.

![Comparing Construction Costs (2008=100) TransNet RTCIP vs. ENR LA CCI](chart.png)
Staff recommends a 3.3 percent increase that would raise the RTCIP fee to $2,483.48, starting July 1, 2018, mirroring the percent increase in the ENR CCI for Los Angeles.

Staff will continue monitoring the evolving performance of the economy, and the construction cost indices. If there is a strong economic performance in the coming year, and the CCIs continue to increase in 2018, it could once again lead to an increase larger than the minimum 2 percent RTCIP increase for 2019.

Both the Cities/County Transportation Advisory Committee and the Independent Taxpayer Oversight Committee (ITO) reviewed the proposed fee adjustment at their meetings on February 1 and February 14, 2018. Comments received will be conveyed at the February 23, 2018, Board meeting.

**Next Steps**

In accordance with Ordinance provisions, each jurisdiction’s RTCIP Funding Program must be submitted to the ITOC for review by April 1 of each year in order to remain eligible for TransNet local streets and road funding. The annual submittal of RTCIP funding programs by local jurisdictions is scheduled for review at the April 11, 2018, ITOC meeting.

KIM KAWADA  
Chief Deputy Executive Director

Key Staff Contacts: Ray Major, (619) 595-5668, ray.major@sandag.org  
Ariana zur Nieden, (619) 699-6961, ariana.zurnieden@sandag.org
TO: City Managers
Finance Directors
Cities/Counties Transportation Advisory Committee Members

FROM: José A. Nuncio, TransNet Department Director

SUBJECT: Regional Transportation Congestion Improvement Program
Accessory Dwelling Unit Exemptions

Introduction

The TransNet Extension Ordinance requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in that jurisdiction for contribution to the Regional Transportation Congestion Improvement Program (RTCIP) (Attachment 1). Each local agency is responsible for establishing a procedure and Funding Program by which it collects and funds the RTCIP. The purpose of each jurisdiction’s Funding Program is to provide additional revenue to fund facility and service improvements on the Regional Arterial System necessitated by development of newly constructed residences.

The RTCIP Funding Programs fall under the responsibility of the 19 local jurisdictions, which have established these programs under the state’s Mitigation Fee Act. Jurisdictions must maintain their RTCIP Funding Programs and comply with specific administrative requirements to remain eligible for TransNet local streets and road funding. The annual TransNet Fiscal and Compliance Audit verifies these requirements have been met.

RTCIP Exemptions

The attachment to the Ordinance titled Regional Transportation Congestion Improvement Program provides guidance regarding the implementation of the RTCIP (Attachment 2). In that guidance, a listing of development types that are exempt from the Funding Program requirements is included. Exemptions include “the rehabilitation and/or reconstruction of any legal, residential structure and/or the replacement of a previously existing dwelling unit”, and “guest dwellings”, among others.

Recent legislation approved by the Governor provides for reforms and incentives to facilitate and expedite the construction of affordable housing. Senate Bill No. 1069 incorporates changes to the Government Code with respect to land use and zoning for the creation of accessory dwelling units.
In making a determination of whether to collect or exempt the RTCIP fee for a particular case, local jurisdictions may elect to reference exemption language of the statute in finding that a particular project either does or does not involve a “guest dwelling” or “rehabilitation and/or reconstruction of any legal, residential structure”. If the local jurisdiction determines that one or more exemptions are applicable in a particular case, then the local jurisdiction must document and provide a factual basis for that determination sufficient to establish a record for any future RTCIP Compliance Audit and make that documentation available to the fiscal and compliance auditor as necessary upon request.

Attachments: 1. RTCIP excerpt (Section 9) from the TransNet Extension Ordinance
               2. RTCIP attachment to the Ordinance
SECTION 9. REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (RTCIP):

A. New Development Excactions

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

B. Oversight, Audit and Funding Allocations

The Regional Transportation Congestion Improvement Program (RTCIP) shall be overseen by SANDAG and implemented by each local agency, with the objective of developing a consolidated mitigation program for the San Diego region as a funding source for the Regional Arterial System. The RTCIP and each local agency's Funding Program shall be subject to an annual review and audit to be carried out by the SANDAG and the Independent Taxpayers Oversight Committee, as defined in Section 11 of this Ordinance. Any local agency that does not provide its full monetary contribution required by Section 9(A) in a given fiscal year will not be eligible to receive funding for local streets and roads under section 4(D)(1) of the TransNet Ordinance for the immediately following fiscal year. Any funding not allocated under 4(D)(1) as a result of this requirement shall be reallocated to the remaining local agencies that are in compliance with this Section.

C. Implementation of the Regional Transportation Improvement Program (RTCIP)

Provisions for implementation of the RTCIP are described in the document titled “TransNet Extension Regional Transportation Congestion Improvement Program,” which is hereby incorporated by reference as if fully set forth herein.
Providing new transportation services and facilities is an expensive undertaking. Not providing them, however, will result in a decreased quality of life due to significant increases in traffic congestion, degrading mobility throughout the San Diego region. As SANDAG’s Regional Transportation Plan explains, our challenge is especially critical for the Regional Arterial System, which is forecast to carry an increasingly significant amount of traffic volume. The SANDAG Board recognizes the need to establish a new Regional Transportation Congestion Improvement Program (RTCIP) that ensures future development will contribute its share toward funding and mitigating new traffic impacts on the Regional Arterial System.

A. Funding Program

1. Section 9 of the TransNet Ordinance requires that local jurisdictions establish a program or mechanism that provides $2,000 per new residential unit for the purpose of funding the Regional Arterial System, including SR 75. For purposes of the RTCIP, the Regional Arterial System is defined in SANDAG’s most recent and adopted Regional Transportation Plan. Each jurisdiction’s program or mechanism shall be known as a “Funding Program.” Local jurisdictions may choose to implement a Funding Program through a development impact fee program or other exactions from the private sector.

2. In the event a jurisdiction(s) chooses to establish a development impact fee program to meet its Funding Program requirements, said program shall be consistent with Government Code Section 66000 et seq.

3. SANDAG will be responsible for producing the required nexus study to satisfy the requirements of California Government Code Section 66000 et seq. for Funding Programs utilizing a development impact fee. The first draft of the regional nexus study shall be presented to the SANDAG Board within nine months of the successful reauthorization of TransNet.

4. In no case will non-residential development be subject to a development impact fee to meet the requirements of Section 9 of the TransNet Ordinance.

5. Each jurisdiction’s Funding Program shall be submitted for review by the Independent Taxpayer Oversight Committee (ITOC) referred to in Section 11 of the TransNet Ordinance prior to April 1, 2008, approved by Regional Transportation Commission by June 1, 2008 and shall become operative on July 1, 2008. Failure to submit a Funding Program for review by the ITOC by April 1 of any year beginning April 1, 2008 shall result in that jurisdiction losing eligibility to receive funding for local streets and roads under Section 4(D)(1) of the Ordinance until July 1 of the following year.
B. Purpose

1. The purpose of each jurisdiction’s Funding Program is to provide additional revenue to fund those facility and service improvements on the Regional Arterial System necessitated by development of newly constructed residences.

C. Fee Adjustment

1. The fee amount per residential unit shall be adjusted by SANDAG on July 1 of each year beginning July 1, 2009 based upon the Engineering Construction Cost Index as published by the Engineering News Record or similar cost of construction index.

2. Any increase shall not exceed the percentage increase set forth in the construction index. In no event, however, shall the increase be less than two percent per year. The purpose of this annual adjustment is to retain purchasing power in anticipation of future inflation.

D. Expenditure of Funding Program Revenues

1. Revenues collected under Section 9 of the TransNet Ordinance shall be deposited into each jurisdiction’s Funding Program for use on the Regional Arterial System as described in this Subsection D.

2. Revenue collected through the Funding Programs shall be used to construct transportation improvements on the Regional Arterial System such as new arterial roadway lanes, turning lanes, reconfigured freeway-arterial interchanges, railroad grade separations and new regional express bus services, or similar types of improvements, preliminary and final engineering, right of way acquisition, and construction that will be needed to accommodate future travel demand generated by new development throughout the San Diego region. A reasonable portion of the program revenue, up to a maximum of three percent, may be used for fund administration.

3. Expenditure of the Funding Program revenues shall be in a manner consistent with the expenditure priorities in SANDAG’s most recent and adopted long-range Regional Transportation Plan and with Section 5 of the TransNet Ordinance. To maximize the effective use of these Funding Program revenues, they may be transferred, loaned, or exchanged in accordance with the requirements of Section 7 of the TransNet Ordinance.

E. Exemptions

The following development types shall be exempt from the Funding Program requirements:

1. New moderate, low, very low, and extremely low income residential units as defined in Health & Safety Code sections 50079.5, 50093, 50105, 50106, and by reference in Government Code section 65585.1.
2. Government/public buildings, public schools and public facilities.

3. The rehabilitation and/or reconstruction of any legal, residential structure and/or the replacement of a previously existing dwelling unit.

4. All new, rehabilitated, and/or reconstructed non-residential structures.

5. Development Projects which are the subject of a Public Facilities Development Agreements (pursuant to applicable Government Code Sections) prior to the effective date of this ordinance, wherein the imposition of new fees are expressly prohibited, provided, however that, if the term of such a Development Agreement is extended after July 1, 2008, the requirements of this funding program shall be imposed.

6. Guest Dwellings

7. Additional residential units located on the same parcel regulated by the provisions of any agricultural zoning.

8. Kennels and Catteries established in conjunction with an existing residential unit.

9. The sanctuary building of a church, mosque, synagogue, or other house of worship, eligible for property tax exemption.

10. Residential units that have been issued a building permit prior to July 1, 2008.

11. Condominium conversions

F. Credits

1. If a developer funds or constructs improvements on the Regional Arterial System and/or as that arise out of SANDAG’s Congestion Management Program, the developer shall receive credit for the costs associated with the arterial improvements, offsetting the revenue requirements of the Funding Program. Such credits shall only apply to the Funding Program for the jurisdiction in which the residential unit was developed.

2. In special circumstances, when a developer constructs off-site improvements such as an interchange, bridge, or railroad grade separation, credits shall be determined by the local jurisdiction in consultation with the developer.

3. The amount of the credit shall not exceed the revenue requirements of the most current Funding Program or actual cost, whichever is less.

4. The local jurisdictions shall compare facilities in their Funding Program, against the Regional Arterial System and eliminate any overlap in its Funding Program except where there is a legally recognized benefit district established.
5. If there is a legally recognized benefit district established, the local agency may credit that portion of the facility identified in both programs against its Funding Program.

G. Procedures for the Levy, Collection and Disposition of Funding Program Revenues

1. Each jurisdiction shall establish and implement a procedure to levy and collect its required contribution to the RTCIP in its Funding Program document.

2. Each jurisdiction shall determine its own schedule for collecting and/or contributing private sector exactions to its Funding Program. This schedule shall be kept up-to-date and provided to SANDAG and the Independent Taxpayers Oversight Committee each year at the time of the annual review and audit. Each jurisdiction must submit its Funding Program documents, including an expenditure plan and financial records pertaining to its Funding Program, to the Independent Taxpayer Oversight Committee for a review and audit by July 1 of each year beginning July 1, 2009. The Taxpayer Independent Oversight Committee shall review each jurisdiction’s Funding Program consistent with its auditing role as described in Section 11 of the Ordinance and the Statement of Understanding referenced in that Section.

3. Funding Program revenue requirements shall not be waived.

4. Each jurisdiction shall have up to but no more than seven fiscal years to expend Funding Program revenues on the Regional Arterial Systems projects. The seven year term shall commence on the first day of July following the jurisdiction’s receipt of the revenue. At the time of the review and audit by the Independent Taxpayer Oversight Committee, each jurisdiction collecting a development impact fee to meet the requirements of its Funding Program shall provide the Committee with written findings for any expended, unexpended and uncommitted fees in their Program Fund and demonstrates a reasonable relationship between the fee and the purpose for which it was charged, consistent with the requirements of Government Code Section 66000 et seq. Unless a planned need for such fees can be demonstrated and a justification for the delay can be provided that is acceptable to the Taxpayer Independent Oversight Committee, the unexpended or uncommitted portion of the Funding Program revenues shall be transferred to the Regional Transportation Commission (SANDAG) to be expended within three years on qualified projects within the same subregion. Contributions to the Funding Program not committed or expended by the tenth anniversary date of the July 1 following collection shall be refunded to the current record owner of the development project on a prorated basis. In no case will a refund be more than was initially contributed to the Funding Program.

5. The Independent Taxpayers Oversight Committee identified in Section 11 of the Ordinance shall be responsible for issuing an annual audit statement on each jurisdiction’s compliance with requirements of Section 9 of the TransNet Ordinance by October 1 of each year beginning October 1, 2009. SANDAG will report to the Board on the RTCIP and the annual audit statement in November of each year beginning in November 2009.