



401 B Street, Suite 800  
San Diego, CA 92101-4231  
(619) 699-1900  
Fax (619) 699-1905  
www.sandag.org

# MEETING NOTICE AND AGENDA

## MEMBER AGENCIES

Cities of  
Carlsbad  
Chula Vista  
Coronado  
Del Mar  
El Cajon  
Encinitas  
Escondido  
Imperial Beach  
La Mesa  
Lemon Grove  
National City  
Oceanside  
Poway  
San Diego  
San Marcos  
Santee  
Solana Beach  
Vista  
and  
County of San Diego

## ADVISORY MEMBERS

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

## CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)

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

Thursday, May 6, 2004

9:30 to 11:30 a.m.

SANDAG, Conference Room A  
401 B Street, Suite 800  
San Diego, CA 92101-4231

Chair: Fred Luedtke, City of Escondido  
Vice-Chair: Doug Isbell, County of San Diego

Staff Contact: Richard Chavez  
(619) 699-6989  
rch@sandag.org

*SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see  
www.sdcommute.com for route information.*

*In compliance with the Americans with Disabilities Act (ADA), SANDAG will  
accommodate persons who require assistance in order to participate in  
SANDAG meetings. If such assistance is required, please contact SANDAG at  
(619) 595-5300 at least 72 hours in advance of the meeting.*

*To request this document or related reports in an alternative format, please  
call (619) 595-5300, (619) 595-5393 (TTY), or fax (619) 595-5305.*

# CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)

Thursday, May 6, 2004

ITEM #		ACTION
1.	<b>Introductions</b>	
2.	<b>Public Comments</b>	
+ 3.	<b>Meeting Summaries (Fred Luedtke)</b> Meeting summaries for the March 4, 25, and April 1, 2004 meetings are attached. CTAC is asked to review and approve the meeting summaries.	APPROVE
+4.	<b>Smart Growth Incentive Program (Bob Leiter)</b> Attached are the smart growth incentive program principles and smart growth area classification guidelines for inclusion in the final Regional Comprehensive Plan (RCP). CTAC is asked to comment on the principles and guidelines, developed by the Regional Planning Technical and Stakeholders Working Groups. Comments will be forwarded to the Transportation Committee and the Regional Planning Committee at their May 7 <sup>th</sup> meetings. A summary report will be presented to the SANDAG Board of Directors at their May 28th meeting.	COMMENT
+ 5.	<b>TransNet Extension: Environmental Mitigation Program (Bob Leiter)</b> Staff will review the TransNet Extension Ordinance language related to the Environmental Mitigation Program. Attached is a copy of the language.	INFORMATION
+ 6.	<b>TransNet Extension: 40-Year Expenditure Plan (Craig Scott)</b> The <i>TransNet Extension</i> Expenditure Plan provides strategic corridor improvements for the San Diego region as outlined in the MOBILITY 2030 long-range transportation plan. The Expenditure Plan has been developed over the last year through numerous public, staff, and elected official meetings. The Expenditure Plan will be presented to the SANDAG Board of Directors on May 14, 2004 for approval to distribute for public review and comment. A summary memo and Expenditure Plan listing is attached.	INFORMATION
+ 7.	<b>TransNet Extension: Regional Transportation Congestion Improvement Program (Marney Cox)</b> A number of questions have been asked in regards to the Regional Transportation Congestion Improvement Program (RTCIP) included in <i>TransNet Extension</i> Ordinance. Attached is a summary report, summary of questions and answers, the RTCIP Ordinance language, and a listing of the Regional Arterial System.	INFORMATION
+ 8.	<b>Revised Standard Plans for Curb Ramps (Richard Chavez)</b> Attached is a memo dated April 16, 2004 announcing the availability of revised Caltrans Standard Plans for curb ramp details and accessible parking. The revised plans meet both state and federal standards.	INFORMATION

## **9. Announcements**

INFORMATION

CTAC members encouraged to share items of interest.

The next CTAC meeting is scheduled for Thursday, June 3, 2004.  
+ next to an agenda item indicates an attachment.

May 6, 2004

TO: Cities / County Transportation Advisory Committee (CTAC)  
FROM: SANDAG staff  
SUBJECT: March 4, 2004 Meeting Summary

Results of the meeting are summarized as follows.

**Public Comments**

There were no comments from the public.

**Approval of Meeting Summary**

Action: A motion was made, and seconded, to approve the February 5 and 13, 2004 meeting summaries. Yes – Unanimous. The motion passed.

**Fiscal Reform Proposal**

Staff presented a summary of the proposed fiscal reform legislation. The legislation would return local property tax revenues to local jurisdictions in exchange for more cyclic state sources. A general discussion on the proposal was held.

**New Faces at FHWA**

Cesar Perez, FHWA Team Leader, has assumed the role of reviewing environmental documents for regional arterial, interchange, and freeway projects with a federal-nexus. Mr. Perez introduced himself to CTAC and presented project development process issues. Mr. Perez recommended early contact with Caltrans District 11 Local Assistance staff and special attention to wetland, park, and cultural resource issues.

***TransNet Extension***

Staff presented a summary of the *TransNet Extension* Ordinance and Expenditure Plan and summarized discussions occurring at the February 27, 2004 Board of Directors meeting. Issues discussed at the Board meeting included: 1) the appropriate share for local streets and roads, 2) the Smart Growth Incentive Competitive Grant Program, 3) the ability to change the Expenditure Plan at a future date, 4) developer impact fees, and 5) accommodation of unfinished past *TransNet* projects.

Bob Johnson (City of Carlsbad) requested a copy of the *TransNet Extension* poll results. Staff responded that the results were available on the SANDAG Web site. Mr. Johnson stated that significant funding for transit was not supported by the public. Staff responded that the poll results

showed that there was strong support. Staff provided the example that the project that tested #1 for the Central and North City subregional areas was the Mid-Coast Trolley project.

Richard Leja (City of San Diego) stated that the survey should have asked residents if they support transit over local streets and roads. Staff responded that the intent of the survey was to determine support for various projects and not to set categories of projects in opposition to one another.

Doug Isbell (County of San Diego) requested an increase to the local streets and roads share. Mr. Isbell stated that the questions asked in the public survey did not capture the public's support for local street and roads. Staff responded that local streets and roads tested neutral in the survey and that an increase to the local streets and roads share would mean eliminating highway and transit projects from the Expenditure Plan.

Richard Leja (City of San Diego) stated that the Independent Taxpayer Oversight Committee should focus on the congestion relief performance of the *TransNet Extension* projects. Staff responded that the ITOC would review these issues through their involvement with the development of the Regional Transportation Plan and the State of the Commute Report.

Other general discussion on *TransNet Extension* issues occurred.

May 6, 2004

TO: Cities / County Transportation Advisory Committee (CTAC)  
FROM: SANDAG staff  
SUBJECT: March 25, 2004 Meeting Summary

Results of the meeting are summarized as follows.

### **Public Comments**

There were no comments from the public.

#### ***TransNet Extension: Developer Impact Fees***

Staff presented a summary of the Regional Transportation Congestion Improvement Program (RTCIP). The program will ensure that future private development contributes its fare share towards funding improvements on the Regional Arterial System. Local agencies would need to demonstrate compliance to be eligible for *TransNet* funding.

Alex Al-Agha (City of Chula Vista) suggested a credit accumulation system with rolling compliance. Mr. Al-Agha stated that each local jurisdiction would need to revise or complete a nexus study. He also stated that local jurisdictions should not have to double charge.

Majed Al-Ghafry (City of Lemon Grove) suggested the development of a public education campaign to educate the public on the current level of private development contributions to the transportation system.

Bob Johnson (City of Carlsbad) stated that supporters of no-growth strategies are saying the proposed fee (\$2,000 per new dwelling unit) is too small and should be higher.

Carry Stewart (City of Santee) asked how a fee could be established for an improvement to the Regional Arterial System unless the private development was in the immediate proximity to the Regional Arterial System. Staff responded that this would be addressed in the regional nexus study.

Siavash Pazargadi (City of San Diego) stated that the City of San Diego calculates the developer contribution requirement based upon the number of trips the development is creating.

Patti Boekamp (City of San Diego) suggested that the collected fees be used to support transit operations.

Gena Franco (City of San Marcos) stated that the RTCIP would reduce local jurisdictions ability to collect impact fees from private development. Staff responded that this would not be the case. The

RTCIP would create new programs where none exist today or supplement existing programs. The RTCIP would not replace or supplant existing programs.

Doug Isbell (County of San Diego) presented proposed revisions to the RTCIP. The revisions included expanding the program from the Regional Arterial System to all Circulation Element Roads and Highways.

Labib Qasem (City of San Diego) stated that roadway beautification projects should qualify.

A general discussion of the RTCIP continued. The development of an "active project list" as requested in the agenda was not recommended by CTAC. CTAC recommended using the Construction Cost Index to increase the fee over time. CTAC requested a meeting with the Building Industry Association. Doug Isbell (County of San Diego), Patti Boekamp (City of San Diego), Fred Luedtke (City of Escondido), Alex Al-Agha (City of Chula Vista), and Majed Al-Ghafry (City of Lemon Grove) volunteered to participate in the meeting. *Post Note: The meeting was not held.*

May 6, 2004

TO: Cities / County Transportation Advisory Committee (CTAC)  
FROM: SANDAG staff  
SUBJECT: April 1, 2004 Meeting Summary

Results of the meeting are summarized as follows.

### **Public Comments**

Barbara Winton presented her concerns regarding safety issues at Trolley Stations. Ms. Winton was referred to the SANDAG Public Safety Committee.

### **California High-Speed Train System**

Staff presented the California High-Speed Rail Authority's draft plan for high-speed passenger rail system. Staff also presented the SANDAG Board of Directors comment to the rail authority on the draft plan. Siavash Pazargadi (City of San Diego) stated that CTAC should make recommendations on the draft plan. Majed Al-Ghafry (City of Lemon Grove) stated that the rail line should pass through East County. Chandra Collure (City of Solana Beach) asked about the status of the LOSSAN project to double-track the coastal corridor. Staff stated the draft LOSSAN plan should be available within the next month or two and would present the draft plan to CTAC once available.

### **Quite Zones for Heavy Rail**

Consultant staff presented issues related to new legislation for creating quite zones along rail corridors. A general question and answer session followed.

### **TransNet Extension: Environmental Mitigation Program**

Staff presented the revised Environmental Mitigation Program that includes local streets and roads. Kieth Greer (City of San Diego) asked if all local street and road improvements would be included in the program. Staff responded that all would be included up to the dollar thresholds established by the program. Bob Johnson (City of Carlsbad) asked if the state and federal resource agencies concurred with the program and asked what level of commitment SANDAG was receiving from the resource agencies. Doug Isbell (County of San Diego) asked if there would be the ability to trade credits between jurisdictions. Staff responded that specific language would be brought back to CTAC for review. Doug Isbell (County of San Diego) stated that he supported the overall program concept and hoped that CTAC would do the same.

May 6, 2004

TO: Cities/County Transportation Advisory Committee (CTAC)  
FROM: SANDAG staff  
SUBJECT: Smart Growth Incentive Program

### **Introduction**

Attached are recommendations from the Regional Planning Technical and Stakeholders Working Groups on the Smart Growth Area Classifications for the San Diego region, guidelines for strengthening the local/regional plan connection, and guidelines for a smart growth incentive program. The SANDAG Board of Directors discussed the smart growth matrix at their April meeting; the attached matrix reflects their comments.

### **Background**

The draft RCP states that in addition to meeting regional mobility objectives, SANDAG's transportation funds also should provide incentives for local agencies to implement land use decisions that support smart growth.

The Urban Form chapter of the draft RCP states that the first step toward focusing SANDAG's infrastructure investments in support of smart growth is to identify the location of potential "smart growth opportunity areas" (SGOA's). The draft plan identifies initial categories for opportunity area, and calls for the refinement of the categories between the release of the draft RCP and the adoption of the final plan.

Over the past several months, the Regional Planning Committee and its Technical and Stakeholders Working Groups have been working on three tasks associated with the smart growth discussions in the draft RCP. Specifically, their work has focused on:

1. Refining and expanding the smart growth opportunity area classifications to include seven general smart growth categories and developing a matrix that reflects the refined categories (Attachment 1);
2. Preparing guidelines for strengthening the local/regional plan connection (Attachment 2); and
3. Developing a framework for a smart growth incentive program that encourages smart growth development in appropriate locations (Attachment 3).

The smart growth matrix, the guidelines for strengthening the local/regional plan connection, and principals for a smart growth incentive program will be included in the final RCP.

During FY 2005, local jurisdictions and SANDAG will work together to develop a Smart Growth Concept Map, showing the location of two levels of smart growth areas for each of the seven defined categories: areas where smart growth development *currently exists* or where smart growth is *currently included in local plans*, and areas with *future opportunities* for smart growth development.

The SANDAG Board of Directors will be asked to accept the Smart Growth Concept Map as an addendum to the RCP in late FY 2005. The Concept Map will serve as a guide to where SANDAG should focus its incentive funds to promote smart growth and will be used as a critical tool in updating the Regional Transportation Plan (RTP), further strengthening the links between local and regional land use and transportation plans.

## **Discussion**

### *Classifications of Smart Growth Areas*

The Regional Planning Committee and its working groups have been working on developing a matrix of Smart Growth Area Classifications for the San Diego region (Attachment 4-1). The matrix has been refined to reflect discussion by the SANDAG Board at their April meeting.

The matrix was originally developed by examining several regional efforts in other areas of the nation, including typologies developed by the Denver Regional Council of Governments and the Santa Clara Valley Transit Authority, as well as other contemporary resources, and then compiling data on existing and planned residential and employment intensities for a sampling of areas within the San Diego region.

The matrix includes recommendations for desired ranges of development and employment intensities within each category. In addition, proposed land use and transportation system characteristics for each smart growth area type have been developed. The transportation system characteristics were derived from the existing RTP, matching public transit and other regional transportation facilities and services to appropriate levels of urban development. This ensures that smart growth areas will have the level of public transit service needed, and that transit service is deployed where the land uses can best support it. Urban design features that generally apply across all categories of smart growth areas also are identified.

The matrix will be used as the basis for identifying the smart growth areas to be included in the Smart Growth Concept Map and as the foundation for developing the criteria for the smart growth incentive program, discussed later in this report.

In an effort to build consensus for the SGOA definitions and density ranges, the matrix has been reviewed by the planning staffs of each local jurisdiction. The attached matrix reflects comments and suggestions received at the jurisdictional meetings, comments from the last joint meeting between the working groups on April 22, 2004, and comments by the SANDAG Board at their April 23, 2004 meeting. At their joint meeting, the Technical and Stakeholders Working Groups unanimously recommended that the Regional Planning Committee accept the matrix for inclusion in the revised Urban Form chapter of the final RCP.

### ***Guidelines for Strengthening the Local/Regional Plan Connection***

The Technical and Stakeholders Working Groups also have been developing proposed Guidelines for Strengthening the Local/Regional Plan Connection (Attachment 4-2). The concept behind the guidelines is to provide a framework for local jurisdictions to consider where their local plans might better connect to the goals and policy objectives of the RCP. With that common understanding of the relationship between the local and regional plans, the guidelines could also be used to assist SANDAG in developing criteria for making funding decisions that would provide incentives for local jurisdictions.

In developing the guidelines, the working groups recognized that, because of the focus in the RCP on encouraging smart growth land uses in key locations (the “smart growth opportunity areas”), local jurisdictions will want to consider how their plans can better connect with the RCP goals and objectives at two levels:

1. What RCP goals and policy objectives are applicable to the entire planning area, and how they might be connected to local general plans and community plans; and
2. What goals and policy objectives are applicable to specific smart growth opportunity areas, and how they might be reflected through general plans, community plans, specific plans, redevelopment plans, development regulations, and other adopted policies.

The guidelines will serve as a tool to strengthen the connection between local land use plans, zoning ordinances, and design standards, and the Regional Comprehensive Plan. They can be used by local jurisdictions as they update their plans and policies, and by SANDAG as it develops criteria for incentive programs and as it prepares its next Regional Transportation Plan. The working groups unanimously recommended support of the attached guidelines to the Regional Planning Committee.

### ***Smart Growth Incentive Program***

The Stakeholders and Technical Working Groups also have been working on ideas and recommendations for a smart growth incentive program and made a recommendation of support to the Regional Planning Committee on the attached Framework for Smart Growth Incentive Program (Attachment 4-3).

A survey of smart growth incentive programs from around the country has been conducted. Existing incentive programs in other regions tend to focus on community-level planning efforts, and smaller-scale capital projects like streetscape enhancements, and pedestrian and bicycle improvements. Several regions provide incentives for building housing by offering grants based on the number of bedrooms built within specified areas. Grant programs range in size from a low of \$1 million per year for the Atlanta Regional Council’s Livable Centers Initiative to \$500 million over 25 years for a variety of funding programs being implemented by the Sacramento Area Council of Governments.

The final RCP will include principles for an incentive program for the San Diego region, as outlined in Attachment 4-3, building upon the concepts and categories contained in the smart growth

matrix. Final program development will occur next fiscal year, with the first funding cycle likely to occur when SANDAG has the opportunity to program Transportation Enhancement Activity (TEA) funds available through the 2004 State Transportation Improvement Program (STIP).

*Summary and Next Steps*

The concepts included in the matrix of Proposed Smart Growth Area Classifications, the Guidelines for Strengthening the Local/Regional Plan Connection, and the Framework for Smart Growth Incentive Program will be included in the revised Urban Form and Implementation chapters of the final RCP.

The revised draft RCP will be presented to the Regional Planning Committee and its working groups for review at their May 24, 2004 joint meeting. The SANDAG Board of Directors will be asked to verify the final EIR and adopt the revised final Regional Comprehensive Plan on June 25, 2004.

## PROPOSED SMART GROWTH AREA CLASSIFICATIONS

### Smart Growth Design Principles

The following design principles apply to all categories and are critical to the success of smart growth.

- Human-scale built environment that creates uniqueness and identity
- Vertically and horizontally mixed use development, with vertical mixed use located near transit stations
- Robust transportation choices that compliment the intensity of development within the Smart Growth Opportunity Area (SGOA)
  - Strong pedestrian orientation: network of streets & pedestrian paths, narrower street scales, special designs to facilitate pedestrian crossings at intersections, and the walker having precedence
  - Bike access/locker facilities and park-n-ride facilities woven in the human-scale design
  - Transit station(s) located centrally within main activity area(s); transit user amenities located adjacent to stations (e.g. child care facilities, coffee bars, dry cleaning drop-off)
- Nearby recreational facilities and public plazas

Category	Land Use Type Characteristics	Land Use Intensity Targets	Transportation System Characteristics	Public Transit Service Characteristics	Examples
<b>Metropolitan Center</b>	<ul style="list-style-type: none"> <li>▪ Draws from throughout the region</li> <li>▪ Metropolitan center has several SGOA designations</li> <li>▪ Regional commercial/retail center</li> <li>▪ Regional civic/cultural center</li> </ul>	<ul style="list-style-type: none"> <li>▪ Desired Building Types: Mid-to high-rise residential and office/ commercial</li> <li>▪ 75+ du/ average net residential acre within ¼ mile radius of transit station</li> <li>▪ 80+ employees/average net acre within ¼ mile of transit station</li> </ul>	<ul style="list-style-type: none"> <li>▪ Access from several freeways with multiple access points</li> <li>▪ Hub transit system</li> <li>▪ Regional hub for numerous local, corridor, regional transit lines</li> <li>▪ Shuttle services and pedestrian orientation for internal trips</li> </ul>	<ul style="list-style-type: none"> <li>▪ Served by numerous corridor/ regional/local services</li> <li>▪ Very high frequency service (&lt;15 minute) throughout the day on all corridor/ regional services</li> <li>▪ High frequency service (15minuteute) all day on most local services</li> <li>▪ Multiple station locations, with several key transfer points</li> <li>▪ Internal shuttle system</li> </ul>	<ul style="list-style-type: none"> <li>▪ Downtown San Diego</li> </ul>
<b>Urban Center</b>	<ul style="list-style-type: none"> <li>▪ Employment draws from throughout region, while other uses draw mainly from subregional area</li> <li>▪ Urban centers likely located within larger area that has several SGOA designations</li> <li>▪ Mixed use employment</li> <li>▪ Civic/cultural facilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Desired Building Types: Mid-to high-rise residential and office/ commercial</li> <li>▪ 40-75+ du/average net acre residential within ¼ mile radius of transit station</li> <li>▪ 25+ du/ac for mixed use sites within ¼ mile radius of transit station</li> <li>▪ 50+ employees per net acre within ¼ mile of transit station</li> </ul>	<ul style="list-style-type: none"> <li>▪ Freeway connections with multiple access points</li> <li>▪ Served by several corridor/regional transit lines + several local services</li> <li>▪ Possible shuttle routes for internal trips</li> <li>▪ Minimal park-and-ride facilities---access should be handled by internal shuttle system</li> </ul>	<ul style="list-style-type: none"> <li>▪ Served by several corridor/ regional lines &amp; several local services</li> <li>▪ High to very high frequency service (&lt;15 minute peak) on all corridor/regional services</li> <li>▪ High frequency throughout the day on all lines</li> <li>• Key transit center, along with multiple smaller station locations</li> <li>• Possible internal shuttle system</li> </ul>	<p>Existing and Planned:</p> <ul style="list-style-type: none"> <li>▪ Rio Vista (Mission Valley (San Diego))</li> <li>▪ Little Italy (San Diego)</li> <li>▪ Costa Verde (University City) (San Diego)</li> <li>▪ The Boulevard Marketplace Pilot Village (San Diego)</li> <li>▪ Morena Linda Vista (San Diego)</li> <li>▪ East Urban Center (Chula Vista)</li> </ul>

## PROPOSED SMART GROWTH AREA CLASSIFICATIONS (Pg 2 of 4)

Category	Land Use Type Characteristics	Land Use Intensity Targets	Transportation System Characteristics	Public Transit Service Characteristics	Examples
<b>Town Center</b>	<ul style="list-style-type: none"> <li>▪ Draws mainly from immediate subregional area</li> <li>▪ Residential and office/commercial, including mixed use</li> <li>▪ Civic/cultural facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Desired Building Types: Low- to mid-rise</li> <li>• 20-45+ du/average net acre within ¼ mile radius of transit station or connecting transit service</li> <li>• 30-50 employees/ average net acre within ¼ mile of transit station or connecting transit service</li> </ul>	<ul style="list-style-type: none"> <li>▪ Served by one or more corridor/ regional transit line and several local services</li> <li>▪ May also be served by regional arterials</li> </ul>	<ul style="list-style-type: none"> <li>▪ Served by 1-2 corridor/ regional line or &lt;5 minute shuttle distance from corridor/regional station, + multiple local services</li> <li>▪ Very high frequency service (&lt;15 minute peak) on corridor/regional service or connecting shuttle</li> <li>▪ High frequency throughout the day on most lines</li> <li>▪ Multiple station locations, some with central access/transfer point</li> <li>▪ Shared-use parking or dedicated park-and-ride facilities for regional transit services</li> </ul>	<p>Existing and Planned:</p> <ul style="list-style-type: none"> <li>▪ Downtown Oceanside</li> <li>▪ Downtown Escondido</li> <li>▪ Downtown Encinitas</li> <li>▪ Downtown La Mesa</li> <li>▪ Downtown El Cajon</li> <li>▪ Downtown Chula Vista</li> <li>▪ La Jolla (San Diego)</li> <li>▪ Village Center Pilot Village (Euclid/Market) (San Diego)</li> <li>▪ Hillcrest (San Diego)</li> <li>▪ Heart of the City (San Marcos)</li> <li>▪ Vista Village Transit Center</li> </ul> <p>Potential SGOA:</p> <ul style="list-style-type: none"> <li>▪ Grantville Trolley Station (SD)</li> <li>▪ San Marcos Creek Specific Plan</li> </ul>
<b>Community Center</b>	<ul style="list-style-type: none"> <li>▪ Draws from nearby community/ neighborhoods</li> <li>▪ Residential and commercial, including mixed use</li> <li>▪ Possible community-serving civic uses</li> </ul>	<ul style="list-style-type: none"> <li>▪ Desired Building Types: Low- to mid-rise</li> <li>▪ 20-45+ du/average net acre within ¼ mile of transit station</li> </ul>	<ul style="list-style-type: none"> <li>▪ Served by at least one corridor or regional transit line</li> <li>▪ Served by arterials and/or collector streets</li> </ul>	<ul style="list-style-type: none"> <li>▪ Served by at least one corridor/ regional service</li> <li>▪ High frequency service (15 minute peak) on corridor/regional services</li> <li>▪ Moderate to high frequency throughout the day</li> <li>▪ One or more on-street stations</li> </ul>	<p>Existing and Planned:</p> <ul style="list-style-type: none"> <li>▪ Otay Ranch Villages</li> <li>▪ Mercado (Barrio Logan) (San Diego)</li> <li>▪ Mira Mesa Market Center (San Diego)</li> <li>▪ Pacific Highlands Ranch (SD)</li> <li>▪ Downtown Lemon Grove</li> <li>▪ Downtown Coronado</li> <li>▪ San Elijo/La Costa Meadows Community Center (San Marcos)</li> </ul> <p>Potential SGOAs:</p> <ul style="list-style-type: none"> <li>▪ Solana Beach/ NCTD Mixed Use Site</li> <li>▪ Lakeside (County)</li> <li>▪ Spring Valley (County)</li> </ul>

## PROPOSED SMART GROWTH AREA CLASSIFICATIONS (Pg 3 of 4)

Category	Land Use Type Characteristics	Land Use Intensity Targets	Transportation System Characteristics	Public Transit Service Characteristics	Examples
<b>Transit Corridor</b>	<ul style="list-style-type: none"> <li>▪ Draws mainly from several nearby communities</li> <li>▪ Residential and office/commercial, including mixed-use</li> <li>▪ Linear size with length extending from &gt;1 mile long, and width extending 1-2 blocks outward from corridor</li> </ul>	<ul style="list-style-type: none"> <li>▪ Desired Building Types: A variety of low-, mid-, and high-rise</li> <li>▪ 25-75+ du/average net acre along transit corridor and within ¼ mile of transit stations</li> <li>▪ Employment: Commercial and retail supportive uses</li> </ul>	<ul style="list-style-type: none"> <li>▪ Located along a major arterial</li> <li>▪ Served by a corridor/regional service, or local services with &lt;10 minute travel time of corridor/ regional line station</li> <li>▪ Small shared-use park-and-ride facilities possible</li> </ul>	<ul style="list-style-type: none"> <li>▪ Generally served by a corridor/ regional line + local services</li> <li>▪ High frequency service (15 minute in peak) on corridor/ regional and/or local services</li> <li>▪ Multiple station locations, with one or more on-street transfer locations with intersecting services.</li> </ul>	<p>Existing and Planned:</p> <ul style="list-style-type: none"> <li>▪ El Cajon Blvd (Mid-City)</li> <li>▪ Washington Ave (Mission Hills)</li> <li>▪ University Avenue (La Mesa)</li> <li>▪ South Santa Fe Transit Corridor (Vista)</li> </ul> <p>Potential SGOA:</p> <ul style="list-style-type: none"> <li>▪ El Caminuteo Real (Encinitas)</li> </ul>
<b>Special Use Center</b>	<ul style="list-style-type: none"> <li>▪ Employment draws from throughout region, with other uses being community serving</li> <li>▪ Special use centers may be located within larger area that has several SGOA designations</li> <li>▪ Dominated by one non-residential land use</li> <li>▪ Retail support services</li> <li>▪ Potential residential element</li> </ul>	<ul style="list-style-type: none"> <li>▪ Desired Building Types: A variety of low-, mid-, and high-rise</li> <li>▪ 45+ employees/average net acre within ¼ mile of transit station</li> <li>▪ Optional residential: 50+ du/ average net residential acre</li> </ul>	<ul style="list-style-type: none"> <li>▪ Nearby freeway access</li> <li>▪ Served by one or more corridor/ regional lines and local services</li> <li>▪ May be served by shuttle service for internal trips</li> </ul>	<ul style="list-style-type: none"> <li>▪ Generally served by one or more corridor/ regional line + local services</li> <li>▪ High to very high frequency service (15 minute or better in peak) on corridor/ regional services</li> <li>▪ Moderate to high frequency throughout the day</li> <li>▪ Multiple station locations, with possible central access/transfer point</li> </ul>	<p>Existing and Planned:</p> <ul style="list-style-type: none"> <li>▪ Grossmont Center/ Hospital/ Trolley Station (La Mesa)</li> <li>▪ The Paseo at SDSU (San Diego)</li> <li>▪ Chula Vista Bayfront</li> <li>▪ Palomar College (San Marcos)</li> <li>▪ Cal State San Marcos</li> </ul> <p>Potential SGOAs:</p> <ul style="list-style-type: none"> <li>▪ Ocean Ranch / Rancho Del Oro Industrial Complex (Oceanside)</li> <li>▪ Vista County Courthouse Area</li> </ul>

## PROPOSED SMART GROWTH AREA CLASSIFICATIONS (Pg 4 of 4)

Category	Land Use Type Characteristics	Land Use Intensity Targets	Transportation System Characteristics	Public Transit Service Characteristics	Examples
<b>Rural Village Core *</b>	<ul style="list-style-type: none"> <li>▪ Village Core is concentrated area of residential and commercial development within overall village*</li> <li>▪ Draws from nearby rural areas</li> <li>▪ Low-rise employment and residential</li> <li>▪ Civic center</li> </ul>	<p>For Village Core:</p> <ul style="list-style-type: none"> <li>▪ 10-30+ du/average net acre (residential or mixed use)</li> <li>▪ Desired Building Types: Low-rise residential</li> <li>▪ 20+ employees/net average acre</li> </ul>	<ul style="list-style-type: none"> <li>▪ Concentrated local road network within village, with connection to urban areas</li> <li>▪ Bicycle and pedestrian-friendly street design in Village Core</li> <li>▪ Possible park-n-ride facilities near major road or transit corridor</li> <li>▪ Possible local transit service; or central access point for possible corridor/regional peak transit line</li> </ul>	<ul style="list-style-type: none"> <li>▪ Village Cores should include or allow for bus stops and an expansion of bus service in higher density areas</li> <li>▪ Served by one or more local services</li> <li>▪ Moderate frequencies throughout the day</li> <li>▪ Possible peak period corridor/regional service with transit stations located within village core</li> </ul>	<p>Existing and Planned:</p> <ul style="list-style-type: none"> <li>▪ Ramona</li> <li>▪ Fallbrook</li> <li>▪ Alpine</li> <li>▪ Julian</li> </ul> <p>Potential SGOA:</p> <ul style="list-style-type: none"> <li>▪ Valley Center</li> </ul>

**Potential SGOAs:** Areas discussed at local and regional meetings with local planning directors that are not currently included in existing plans and policies, but may offer the potential for additional smart growth

**Land Use Intensity Measurements per Net Acre:**

**Residential** = Total dwelling units divided by built or planned residential acreage net of public right-of-way

**Employment** = Total employees divided by built or planned office, commercial, and retail acreage net of public right-of-way

**Mixed Use** = Total dwelling units divided by built or planned residential acreage net of public right-of-way and any other non-residential uses (e.g., commercial, retail, etc.)

**Land Use Building Type Definitions:**

**Low Rise** = 2-3 stories

**Mid-Rise** = 4-6 stories

**High Rise** = 7+ stories

**Transit Service Definitions:**

**Shuttle services (Green Car)** – Designed for short-distance trips in neighborhood/employment areas, and feeder access to/from corridor & regional services

**Local services (Blue Car)** – Designed for shorter-distance trips with frequent stops (e.g. current local bus services)

**Corridor services (Red Car)** – Designed for medium distance trips with station spacing about every mile on average (e.g. trolley services, future arterial based BRT routes)

**Regional services (Yellow Car)** – Designed for longer distance trips with stations spacing every 4-5 miles on average (e.g. Coaster, future freeway-based BRT routes)

**\* Rural Village Core within Unincorporated Rural Villages**

The County of San Diego's draft GP2020 defines rural villages as distinct communities that include concentrated areas of residential and commercial development contained by a Village Limit Line. Villages typically range from 1,000 to 7,000 acres (but could be as small as 150 acres) and are located within or partly within the San Diego County Water Authority water service boundary. Villages contain densities that range from 2 – 29 du/acre, with the lowest density typically located near the Village Limit Line. Each village contains a Village Core with residential densities ranging from 10.9 – 29 du/acre. Lowest densities within villages are typically located near Village Limit Lines, with preliminary floor area ratios (FAR's) of .25 within the Village Limit Line (likely higher within the Village Core). The villages form up to 20% of the overall community, with the remainder encompassing semi-rural and rural lands.

## GUIDELINES FOR STRENGTHENING THE LOCAL / REGIONAL PLAN CONNECTION

Draft: May 7, 2004

The following proposed guidelines serve as a tool to strengthen the connection between local land use plans and the Regional Comprehensive Plan. Because of the focus in the RCP on encouraging smart growth land uses in key locations (the "smart growth opportunity areas" (SGOA's), the guidelines help make connections between local and regional plans at two levels: the entire planning area (general and community plans), and more specifically, the SGOA's. The guidelines can be used by local jurisdictions as they update their plans and policies, and by SANDAG as it prepares the next RTP and develops criteria for incentive programs.

**(1)  
GENERAL PLAN /  
COMMUNITY PLAN**



**(2)  
SMART GROWTH  
OPPORTUNITY AREAS (SGOA'S)**



**(3)  
RCP GOALS AND  
POLICY OBJECTIVES**

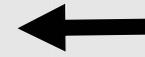
### TRANSPORTATION

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>a. Incorporate 2030 Mobility Network plans into Circulation Element.</li> <li>b. Include policies and strategies regarding transportation demand management (TDM) and transportation systems management (TSM).</li> <li>c. Include policies and strategies promoting use of transit priority measures.</li> <li>d. Include policies and strategies promoting pedestrian and bicycle use.</li> <li>e. Include policies and strategies that give priority to transportation system improvements in SGOA's.</li> <li>f. Include policies and strategies addressing goods movement.</li> <li>g. Include policies and strategies to improve intermodal connectivity.</li> </ul> | <ul style="list-style-type: none"> <li>a. Incorporate all Circulation Element transportation facilities into specific plan for the SGOA.</li> <li>b. Include specific programs such as TDM and TSM strategies for SGOA.</li> <li>c. Where appropriate, include plans for transit priority measures in SGOA.</li> <li>d. Include design guidelines and strategies to promote pedestrian and bicycle use in SGOA.</li> <li>e. Include strategies to finance and construct necessary transportation system improvements concurrent with development in SGOA.</li> </ul> | <ul style="list-style-type: none"> <li>a. Develop a flexible, sustainable, and well integrated transportation system that focuses on moving people and goods.</li> <li>b. Implement the Regional Transportation Plan 2030 Mobility Network.</li> <li>c. Provide a wide range of convenient, efficient, and safe transportation choices.</li> <li>d. Reduce congestion on freeways and arterials.</li> <li>e. Develop a network of fast, convenient, high-quality transit services.</li> <li>f. Improve service levels and quality of transit service.</li> <li>g. Create more walkable and bicycle-friendly communities.</li> <li>h. Give priority to regional roadway and transit investments in smart growth opportunity areas (SGOA's).</li> <li>i. Provide improved access to goods movement centers and intermodal facilities.</li> <li>j. Improve connectivity of different transportation modes.</li> </ul> |
|---|--|--|

(1)  
GENERAL PLAN /  
COMMUNITY PLAN



(2)  
SMART GROWTH  
OPPORTUNITY AREAS (SGOA'S)



(3)  
RCP GOALS AND  
POLICY OBJECTIVES

---

## URBAN FORM

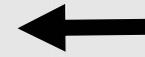
---

- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"><li>a. Designate appropriate urban land uses in areas most accessible to existing and planned regional transportation facilities and other public facilities (i.e., SGOA's), using "Smart Growth Categories" as guidelines included in the final RCP.</li><li>b. Include policies and strategies to protect natural biological communities and wetlands from adverse effects of urban land uses, and to preserve natural features, such as canyons, and small parks in our urban areas.</li><li>c. Include policies and strategies that promote development of walkable communities, while recognizing the importance of preserving existing community character.</li><li>d. Include policies and strategies that place a high priority on providing adequate public facilities and services to SGOA's.</li><li>e. Include policies and strategies to encourage redevelopment and infill development in SGOA's.</li><li>f. Include policies and strategies to address land use compatibility.</li></ul> | <ul style="list-style-type: none"><li>a. Include policies and strategies to ensure that the appropriate mix and intensity of land use is achieved in the SGOA.</li><li>b. Include policies and guidelines to ensure that urban design within the SGOA meets regional and local goals within the context of local community character.</li><li>c. Include policies to ensure that adequate public facilities can be provided in or near the SGOA.</li><li>d. Include policies that provide incentives for development or redevelopment in the SGOA.</li></ul> | <ul style="list-style-type: none"><li>a. Focus future population and job growth away from rural areas and closer to existing and planned job centers and public facilities.</li><li>b. Protect agricultural areas and high-value habitat areas.</li><li>c. Protect natural systems and other open space areas that define the character of our communities.</li><li>d. Create safe, walkable, and vibrant communities that are designed and built to be accessible to people of all abilities.</li><li>e. Preserve the positive aspects and unique sense of place of existing communities, while allowing flexibility for change.</li><li>f. Place high priority on public facility investments that support compact, mixed use, accessible walkable neighborhoods that are conveniently located to transit.</li><li>g. Improve existing public facilities in smart growth areas to mitigate the impact of higher intensities of use.</li><li>h. Facilitate redevelopment and infill development.</li><li>i. Protect public health and safety by avoiding and/or mitigating incompatible land uses.</li></ul> |
|---|--|---|

(1)  
GENERAL PLAN /  
COMMUNITY PLAN



(2)  
SMART GROWTH  
OPPORTUNITY AREAS (SGOA'S)



(3)  
RCP GOALS AND  
POLICY OBJECTIVES

---

## HOUSING

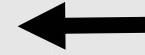
---

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"><li>a. Include an updated Housing Element that provides sites with appropriate densities that would meet with the most recently adopted Regional Share Allocation in the Regional Housing Needs Assessment</li><li>b. Contain policies and strategies to provide housing for people of all income levels and abilities.</li><li>c. Include policies and strategies to minimize displacement of residents when redevelopment and revitalization occurs.</li><li>d. Include an updated Land Use Element that provides adequately planned and zoned land to meet housing needs identified in the Housing Element.</li><br/><li>e. Include policies and strategies to ensure that an appropriate number and mix of housing units affordable to all income categories is included in plans for SGOA's.</li><br/><li>f. Include policies and strategies that promote maintenance of safe, healthy, environmentally sound, and accessible housing.</li></ul> | <ul style="list-style-type: none"><li>a. Provide incentives for additional housing capacity in SGOAs.</li><br/><br/><br/><br/><br/><br/><br/><br/><br/><li>b. Provide an adequate number and mix of housing units in the SGOA to help the jurisdiction meet its share of regional housing needs for all income categories.</li></ul> | <ul style="list-style-type: none"><li>a. Provide a variety of affordable and quality housing choices for people of all income levels and abilities.</li><li>b. Increase the supply and variety of housing choices, especially multi-family housing, for residents of all ages and income levels.</li><li>c. Provide an adequate supply of housing for our region's workforce to minimize interregional commuting.</li><li>d. Increase homeownership.</li><li>e. Minimize the displacement of lower income and minority residents as housing costs rise when redevelopment and revitalization occurs.</li><br/><br/><br/><br/><br/><br/><br/><br/><br/><li>f. Integrate housing with jobs, transit, schools, recreation, and services, creating more livable neighborhoods and mixed use communities.</li><br/><br/><li>g. Maintain, preserve, and rehabilitate the existing housing stock.</li><li>h. Provide safe, healthy, environmentally sound, and accessible housing for all segments of the population.</li></ul> |
|---|--|--|

(1)  
GENERAL PLAN /  
COMMUNITY PLAN



(2)  
SMART GROWTH  
OPPORTUNITY AREAS (SGOA'S)



(3)  
RCP GOALS AND  
POLICY OBJECTIVES

---

## HEALTHY ENVIRONMENT

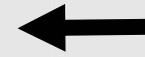
---

- |   |  |  |
|---|--|--|
| a. Designate sensitive lands for appropriate non-urban land uses.   | a. Where applicable, provide for preservation of on-site natural biological communities and wetlands in accordance with adopted plans. | a. Preserve and maintain natural biological communities and species native to the region.  |
| b. Include policies and strategies to minimize impacts on sensitive lands of adjoining urban uses.            |  | b. Protect our region's wetlands.  |
| c. Include policies and strategies to minimize impact of new development and redevelopment on water quality.  | b. Provide for mitigation of water quality impacts.  | c. Restore, protect, and enhance the water quality and the beneficial uses of local coastal waters, inland surface waters, and ground water. |
| d. Include policies and strategies to eliminate or reduce existing sources of water pollution.                |  | d. Reduce or eliminate pollutants in our region's water bodies.  |
| e. Designate beaches and near shore areas for appropriate land uses.  | c. Where applicable, ensure appropriate uses for designated beach and near shore areas.  | e. Preserve and enhance the region's beaches and near shore areas as environmental and recreational resources.                               |
| f. Include policies and strategies to preserve and enhance beaches and near shore areas.                      |  |  |
| g. Include policies and strategies to minimize air pollution from stationary sources.                         | d. Include strategies to implement regional and local air quality policies.  | f. Achieve and maintain federal and state clean air standards.   |
| h. Include policies and strategies to encourage energy-efficient design in new development and redevelopment. |  |  |

(1)  
GENERAL PLAN /  
COMMUNITY PLAN



(2)  
SMART GROWTH  
OPPORTUNITY AREAS (SGOA'S)



(3)  
RCP GOALS AND  
POLICY OBJECTIVES

---

## ECONOMIC PROSPERITY

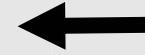
---

- |  |   |   |
|--|---|---|
| <ul style="list-style-type: none"><li>a. Designate adequate land with appropriate zoning and services to meet future employment needs.</li><li>b. Include policies and strategies that address jobs/housing balance within a subregional or local context.</li><br/><li>c. Include policies that facilitate coordination with educational institutions in siting appropriate educational facilities.</li><br/><li>d. Include policies and strategies that promote efficient regulatory processes and fee structures.</li></ul> | <ul style="list-style-type: none"><li>a. Ensure that the mix of residential and non-residential land uses within the SGOA is consistent with general plan goals and policies regarding jobs – housing balance.</li><br/><br/><br/><br/><br/><br/><li>b. Provide incentives for development in SGOA's.</li></ul> | <ul style="list-style-type: none"><li>a. Ensure a rising standard of living for all of our residents.</li><li>b. Position the San Diego regional to better compete in the global economy.</li><li>c. Produce more high-quality jobs in the region.</li><li>d. Foster growth in the region's emerging high technology industries.</li><li>e. Provide an adequate supply of housing for our region's workforce.</li><br/><li>f. Offer broad access to education and workforce development opportunities for all residents.</li><br/><br/><li>g. Improve the business environment.</li></ul> |
|--|---|---|

(1)  
GENERAL PLAN /  
COMMUNITY PLAN



(2)  
SMART GROWTH  
OPPORTUNITY AREAS (SGOA'S)



(3)  
RCP GOALS AND  
POLICY OBJECTIVES

---

## PUBLIC FACILITIES

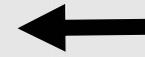
---

- |  |  |  |
|--|--|--|
| <ul style="list-style-type: none"><li>a. Include policies and strategies to reduce water use and to utilize recycled water to the maximum extent possible.</li><li>b. Include policies and strategies to reduce energy consumption.</li><li>c. Include policies and strategies to increase waste stream diversion in accordance with regional goals.</li></ul> | <ul style="list-style-type: none"><li>a. Provide bicycle and pedestrian paths in smart growth opportunity areas.</li></ul> | <ul style="list-style-type: none"><li>a. Ensure a safe, sufficient, reliable, and cost-efficient water supply for the region.</li><li>b. Meet the region's energy needs in a fiscally and environmentally sound manner.</li><li>c. Minimize the need for additional landfills and provide economically and environmentally sound resource recovery, management, and disposal facilities.</li><li>d. Exceed the state-mandated 50 percent waste stream diversion rate by the year 2005 and work toward a 75 percent diversion rate.</li></ul> |
|--|--|--|

(1)  
**GENERAL PLAN /  
COMMUNITY PLAN**



(2)  
**SMART GROWTH  
OPPORTUNITY AREAS (SGOA'S)**



(3)  
**RCP GOALS AND  
POLICY OBJECTIVES**

---

## **PUBLIC FACILITY FINANCING**

---

- a. Include general plan policies that includes performance standards, an assessment existing and projected deficiencies, and policies and strategies to mitigate deficiencies over time.
  - b. Include policies and strategies to ensure that capital improvement programs support priorities established in the general plan and community plans.
  - c. Include policies and strategies that encourage capital improvement projects serving SGOA's
  - d. Include policies and strategies that encourage the provision of adequate facilities concurrent with need resulting from new development and redevelopment.
  - e. Include policies and strategies to ensure that new development pays its fair share for regional transportation facilities and other appropriate infrastructure needs through development impact fees or other measures set forth in regional plans and implementing programs.
- a. Regularly assess the ability of our infrastructure to handle change and maintain our quality of life.
  - b. Align our infrastructure plans with our RCP goals and objectives.
  - c. Create a planning framework that coordinates and links long term visionary goals with shorter term capital expenditures across service providers.
  - d. Directly link transportation and other infrastructure capital improvement programming to land use decisions that support the urban form and design goals in the RCP.
  - e. Provide adequate infrastructure improvements prior to or concurrent with the population growth occurring in smart growth opportunity areas.
  - f. Develop incentive based methods for prioritizing transportation and other infrastructure improvements to encourage changes that support the smart growth goals and objectives of the RCP.
  - g. Ensure adequate funding to cover the capital, operational, and maintenance costs of the regional transportation system (Transportation Chapter).

## **FRAMEWORK FOR SMART GROWTH INCENTIVE PROGRAM**

### **PROVIDING INCENTIVES FOR SMART GROWTH**

Successful implementation of the Regional Comprehensive Plan will require incentives for “smart growth” development that meets the goals and policies of the RCP. There are a number of different approaches to providing such incentives.

#### **Regional Transportation Network Funding Based on Smart Growth**

Because urban form is so critical to the success of the future regional transportation system, and conversely, because transportation is so critical to the success of urban form, SANDAG’s funding decisions regarding priorities for the expansion and improvement of the regional transportation system should be linked to existing and planned land uses that are recognized as being supportive of regional transportation goals.

For example, decisions regarding priorities for future regional transit, arterial, and highway corridor projects should be based in part on how well local communities have planned for “smart growth” land uses that facilitate a robust set of transportation choices that increase mobility. These decisions, including, for example, investments in enhanced transit services and stations, and highway improvements serving rural villages, should be based in part on how well smart growth opportunity areas incorporate the smart growth principles contained in the RCP. These types of priorities should be reflected in the criteria that are used for prioritizing transportation projects (see discussion in RCP Chapter 4B, “Setting Priorities for Transportation Improvements.”)

#### **Direct Financial Incentives for Smart Growth Development**

There is growing recognition that smart growth development, particularly in redeveloping areas, can require significant up-front investments in infrastructure other than regional transportation facilities. To meet these needs, the Regional Transportation Plan recommended that a “Smart Growth Incentive Program (SGIP)” be established, starting with a 5-year, \$25 million pilot incentive program.

A wide variety of project types could be funded through the SGIP. The potential project types identified below are based on research on similar programs developed in other regions, including the existing Transportation for Livable Communities program in the Bay Area, the proposed projects in the Sacramento area Metropolitan Transportation Plan, and in Portland, Oregon.

#### **Types of Projects on Which Smart Growth Incentive Funds Could be Used**

*Community Design Planning.* The key to implementing successful SGOA’s is the application of good urban design principles that reflect the values and character of the individual communities. Successful community planning and development can ensure that public areas are attractive and inviting places that are well-integrated with the surrounding communities. The SGIP can provide funding support to jurisdictions that have identified a need to amend their codes or develop specific plans to reflect smart growth urban design principles.

Community-based planning studies help develop community support for smart growth urban design principles, and for specific area plans in SGOA's. The studies also could identify the improvements necessary for a community to ensure that: SGOA's provide a healthy set of transportation choices that increase mobility; transit stations and surrounding areas are attractive and transit-friendly; and SGOA's are walkable places. These improvements could then be the basis for future SGIP grant applications for capital projects. It is recommended that SANDAG staff participate directly in these planning studies to provide technical assistance, and to ensure that project goals are met. Local planning grants typically would include extensive community outreach and visioning, concept plans and drawings, construction cost estimates, and implementation plans.

*Transportation Enhancements within Smart Growth Opportunity Areas.* The SGIP could support capital projects that enhance the connections between the transportation/transit network and smart growth areas. Typical projects would include small-scale transportation improvements that enhance local communities and town centers through improved bicycle and pedestrian circulation, traffic calming, and transit station area enhancements such as shelters and benches. Transit stations on regional transit routes would be developed by SANDAG as part of the regional transit project, but would be coordinated with local improvement plans.

*Streetscape and Public Plazas Enhancements.* Civic plazas and other public places that improve the walkability and the human scale of the SGOA could be funded under the program. Projects could include providing street trees and other landscaping, public art, and the provision of public seating. Projects outside what is conventionally considered the public right of way would be beyond the scope of what is supported by most traditional transportation funding sources, and would require innovative funding strategies.

*Public Parking.* With enhanced transportation choices, including walkability and increased public transit services, the demand for parking can be reduced, but parking will remain a significant cost of development. The walkability of smart growth areas can be improved when parking is centralized in community parking structures, particularly as part of a mixed use project. Commercial development and affordable housing opportunities can also be encouraged if on-site parking requirements can be reduced. Providing structured public parking can require a significant investment, and may not be an eligible cost under some transportation funding programs, but SANDAG should investigate strategies to fund community parking projects.

*Housing Incentives.* Increased housing density near major transit hubs produces numerous regional benefits in the form of more housing choices, increased mobility, increased transit ridership, reduced auto dependency, and less land consumption. Providing affordable housing also helps meet regional goals for increasing housing for lower-income communities. A housing incentive program may be appropriate to consider in the SGIP in the San Diego region if a feasible array of programs could be established.

*Transit Oriented Development (TOD) Investment Programs.* A funding program to stimulate private investment in high-density, pedestrian-friendly commercial and residential projects near transit stations could be established. Through a series of cooperative agreements, this program could be used to fund site acquisition. Station area properties could be acquired, planned, re-parceled, and sold with conditions to private developers for constructing transit-oriented development. In many cases the land value could be reduced via public agency acquisition and conveyance to a developer to cover the extraordinary development costs required to construct a TOD project, especially where

affordable housing is included. In such cases, a "highest and best transit use" appraisal could be used to establish the sale price of the property.

## **POTENTIAL FUNDING SOURCES FOR A REGIONAL SMART GROWTH INCENTIVE PROGRAM**

Because the RCP calls for SANDAG to coordinate its transportation investments with local land use decisions, all transportation funds that SANDAG programs can, to some extent, provide incentives for smart growth development. How this strategy is implemented will be determined as SANDAG updates its transportation project prioritization process in the first phase of RCP implementation and subsequent Regional Transportation Plan updates. For the Smart Growth Incentive Program, available funding sources include federal transportation funds and, potentially, *TransNet* local transportation sales tax revenue. State transportation funding programs that are not administered by SANDAG could be used by local jurisdictions to provide smart growth incentives, and a variety of non-transportation state and federal funding programs also are available to local jurisdictions.

**Federal Transportation Programs.** Most funding programs administered by the Federal Highway Administration could be used for projects that support smart growth. Surface Transportation Program (STP) funds may be used to support highway, public transit, or bicycle and pedestrian projects. The Transportation Enhancement Activities (TEA) program is a subcategory of the STP program established to fund non-traditional transportation related projects. Among the types of projects eligible under this program are bicycle and pedestrian facilities, preservation of historic structures related to the transportation network, and landscaping and highway beautification. SANDAG has previously used the TEA program to support TOD projects. The Congestion Mitigation and Air Quality (CMAQ) program sets aside funding specifically for projects that reduce air pollution or congestion, and cannot be used to construct roadways for use by single occupant vehicles. SANDAG could dedicate a portion of these funds to the Smart Growth Incentive Program.

*TransNet.* Ultimately, SANDAG anticipates funding the SGIP from the Smart Growth Incentive Program that is a component of the draft ordinance for the extension of the *TransNet* local transportation sales tax. Assuming the *TransNet Extension* is approved by the voters in November 2004, this program would take effect in 2009. The ordinance sets aside two percent of the *TransNet* revenues for the Smart Growth Incentive Program, which would generate approximately \$280 million (in 2002 dollars) over the 40-years the sales tax extension would be collected. The draft ordinance specifies that the program would provide funding for "a broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use, such as enhancements to streets and public places, funding of infrastructure needed to support development in smart growth opportunity areas consistent with the Regional Comprehensive Plan, and community planning efforts related to smart growth and improved land use/transportation coordination." It also specifies that funds will be allocated on a regional competitive grant basis, and that the funds should be used to match federal, state, local, and private funding to maximize the number of improvements to be implemented.

The Local Streets and Roads program in the *TransNet Extension* also permits local jurisdictions to use their formula funds for projects that would support smart growth development. Among the eligible uses for these funds are 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.

Because the *TransNet Extension* would be a local source of funds administered by SANDAG, it would allow considerable flexibility with regard to how the funding could be used. However, because the new *TransNet* ordinance would not go into effect until 2009, other funding sources need to be identified if the Smart Growth Incentive Program is to begin in the near term.

**Transportation Development Act (TDA) Funds.** The TDA is a state sales tax supported program administered locally by SANDAG. Each year, SANDAG allocates two percent of the TDA funds for bicycle and pedestrian projects. The projects are selected based on an array of criteria that include the amount of population and employment that the project would serve. Once the Smart Growth Concept Map is developed, the criteria could be modified to encourage projects in Smart Growth Opportunity Areas.

**State Transportation Grant Programs.** The State of California offers grants under several programs that, if awarded to local jurisdictions, could be applied to smart growth areas. These programs include Safe Routes to School, the Bicycle Transportation Account, Community Based Transportation Planning Demonstration Grant Program, and the Environmental Enhancement and Mitigation Program.

**Non-transportation Funding Sources.** A wide array of non-transportation funding sources could be used to support smart growth. These typically are competitive grant programs that are administered by state or federal agencies. The State Department of Housing and Community Development (HCD) offers several programs to assist with the provision of housing. The Department of Parks and Recreation offers grant programs for habitat conservation and recreational facilities. At the federal level, the Department of Housing and Urban Development, U.S. Fish and Wildlife Service, the U.S. Environmental Protection Agency, and the Economic Development Administration administer grant programs to support community development, housing, habitat protection, and economic development.

## **LOCAL INCENTIVES FOR SMART GROWTH**

In addition to developing a regional smart growth incentive program based on the approach outlined above, local jurisdictions should consider providing local incentives to promote smart growth. For example, the City of San Diego has included local incentives in its "Pilot Village Program." Similarly, the City of Encinitas provides incentives for mixed use development and parking reductions in appropriate locations. As another example, the City of Oceanside allows mixed use development as a conditional use in its commercial zones. This allows the flexibility to establish mixed use in areas that otherwise would be restricted to commercial use.

Local incentives could include: capital improvement program (CIP) priority treatment, fee reductions for zoning, subdivision, site plan applications, and water and wastewater capital recovery fees, particularly within the Smart Growth Opportunity Areas and local redevelopment areas. Local jurisdictions could also expedite project approvals in smart growth areas, and could apply other incentives such as reduced parking requirements, density bonuses, and others. Consideration should be given to giving priority to jurisdictions that are providing local smart growth incentives.

## **PRINCIPLES FOR ESTABLISHING A SMART GROWTH INCENTIVE PROGRAM**

Following adoption of the Regional Comprehensive Plan (RCP) and pending identification of funding resources, SANDAG will develop a Smart Growth Incentive Program to encourage development within the Smart Growth Opportunity Areas described in the classification matrix included as Attachment 1 of this report. At their last meeting, the Regional Planning Stakeholders and Technical Working Groups held an initial discussion on principles that should be used in establishing the criteria for the Smart Growth Incentive Program.

Generally, the working groups supported principles that center around priority for the following: regional transportation funding investments, additional residential capacity, demonstration projects, infrastructure improvements, planning grants, and projects that provide local incentives. A more detailed description of the draft principles will be distributed for discussion at the meeting.

The final RCP will include a listing and description of the principles to be used in developing the criteria for the Smart Growth Incentive Program.

The process for developing the criteria will involve the SANDAG Board of Directors, the Regional Planning Committee, and the Transportation Committee, with input from the Regional Planning Technical Working Group, the Regional Planning Stakeholders Working Group, the Cities/County Transportation Advisory Committee, and other relevant groups.

**Draft *TransNet Extension*  
Ordinance and Expenditure Plan  
Environmental Mitigation Program**

SECTION 2.A.3. Environmental Mitigation: An estimated \$600 million, including \$450 million for direct mitigation costs and \$150 million for economic benefit, will be used to fund the habitat-related mitigation costs of the major highway and transit projects identified in the Regional Transportation Plan as part of the Environmental Mitigation Program described in Section 2(D).

SECTION 2.C.2. Environmental Mitigation: An estimated \$250 million, including \$200 million for direct mitigation costs and \$50 million for economic benefit, will be used to fund the habitat related mitigation costs of local transportation projects consistent with the Regional Transportation Plan as part of the Environmental Mitigation Program described in Section 2(D).

SECTION 2.D. Transportation Project Environmental Mitigation: An estimated \$850 million will be used to fund habitat-related environmental mitigation activities required in the implementation of the major highway, transit and regional arterial and local street and road improvements identified in the Regional Transportation Plan. Of this total, an estimated \$250 million is related to mitigation requirements for local transportation projects and an estimated \$600 million is related to mitigation requirements for the major highway and transit projects identified in the Regional Transportation Plan. The intent is to establish a program to provide for large-scale acquisition and management of critical habitat areas and to create a reliable approach for funding required mitigation for future transportation improvements thereby reducing future costs and accelerating project delivery. This approach would be implemented by obtaining coverage for transportation projects through existing and proposed multiple species conservation plans. If this approach cannot be fully implemented, then these funds shall be used for environmental mitigation purposes on a project by project basis. Additional detail regarding this program is described in the document titled *TransNet Extension Environmental Mitigation Program Principles*, which is hereby incorporated by reference as if fully set forth herein.

## ***TransNet Extension Environmental Mitigation Program Principles***

1. The TransNet Extension Expenditure Plan shall include a funding allocation category entitled "Transportation Project Environmental Mitigation Program."
2. The Environmental Mitigation Program shall include an allocation for the estimated direct costs for mitigation of upland and wetland habitat impacts for regional transportation projects included in the proposed TransNet Expenditure Plan, as well as for regional projects which are included in the adopted 2030 Regional Transportation Plan Mobility Network. The "mitigation costs," including land acquisition, restoration, management, and monitoring, for these regional projects are estimated at approximately \$450 million. Funds for direct mitigation, management and monitoring of these projects shall be placed into a "Transportation Project Mitigation Fund," where they can be used as partial funding for regional habitat management and monitoring activities related to implementation of the Multiple Species Conservation Plan, North County Multiple Habitat Conservation Plan, and future amendments thereto.
3. The Environmental Mitigation Program shall also include an allocation for the estimated direct costs for mitigation of upland and wetland habitat impacts for local transportation projects, in a total amount not to exceed \$200 million. Funds for direct mitigation of these projects shall also be placed in the "Transportation Project Mitigation Fund" outlined in Section 2 above.
4. The Environmental Mitigation Program shall also include a funding allocation for the estimated economic benefits of incorporating specified regional and local transportation projects into applicable habitat conservation plans, thereby allowing mitigation requirements for covered species to be fixed, and allowing mitigation requirements to be met through purchase of land in advance of need in larger blocks at a lower cost. The benefits of this approach are estimated at approximately \$200 million (\$150 million for regional projects and \$50 million for local projects). This amount will be allocated to a "Regional Habitat Conservation Fund," which will be made available for regional habitat acquisition, management and monitoring activities necessary to implement the regional habitat conservation plans described in Section 2 above. Therefore, the total funding allocation for the Environmental Mitigation Program shall be set at \$850 million.
5. SANDAG shall work with the Wildlife Agencies (California Department of Fish and Game and the US Fish and Wildlife Service) and permit holders under the existing regional habitat conservation plans to establish a regional entity that will be responsible for the allocation of funding included in the "Regional Habitat Conservation Fund" in accordance with the goals and policies of said plans. In addition, this entity will provide recommendations regarding the structure and content of future funding measures as described in Section 10 below.
6. Land acquisitions, and management and monitoring activities, that result from the implementation of this program shall receive credit toward the "regional funding obligations," if any, under the applicable habitat conservation plans, with the exception that land acquisitions in the Multiple Species Conservation Program planning area (as designated and permitted as of April 9, 2004) shall not count toward the regional funding obligation for land acquisition (currently estimated at 10,267 acres) established for that program.
7. In order to provide the economic benefits of the proposed EMP, the participating local jurisdictions shall apply for, and the Wildlife Agencies shall process, any necessary amendments to the previously adopted Multiple Species Conservation Plan and related agreements and permits, to include RTP transportation projects as "covered projects" under

this plan pursuant to the standards in effect at that time for the remaining life of those plans. For projects in the planning areas of the North County Multiple Habitat Conservation Plan and proposed Multiple Species Conservation Program for unincorporated North County, the participating local jurisdictions shall include RTP projects in their proposed plans and implementing agreements, and the wildlife agencies will process those plans and agreements so as to provide coverage for RTP projects for the life of those plans.

8. The expenditure of funds included in this allocation category shall be phased over time in order to allow goals of regional habitat acquisition, management and monitoring to be met, while also meeting the requirements for individual transportation projects. The timeframe by which the phasing will be done will allow for the early acquisition of land within the first 10 years of the permits and/or amended permits with corresponding funds available for management and monitoring. In addition, mitigation land for projects in the planning area covered in the proposed MSCP plan for unincorporated North County shall be purchased within the multiple habitat planning area designated for that plan, while mitigation for projects in the adopted MSCP and MHCP planning areas shall be purchased within the multiple habitat planning areas designated for those plans, unless otherwise approved by SANDAG, the Wildlife Agencies, and affected permit holders. As transportation projects are completed, if it is determined that the actual direct costs for mitigation of upland and wetland habitat impacts are less than those which were estimated in Section 2 above, those cost savings shall be transferred to the "Regional Habitat Conservation Fund" described in Section 4 above.
9. In addition to the direct economic benefits associated with inclusion of these projects in the applicable habitat conservation plans, SANDAG and the Wildlife Agencies both recognize the value of expedited processing of environmental documents for individual transportation projects by all involved Federal, State, and regional agencies. Therefore, SANDAG and the Wildlife Agencies shall actively support efforts to accomplish complete review of environmental documents within reduced timeframes. To the extent that the processing time required for such documents is reduced, the value of expedited processing shall be allocated equally between transportation-related expenditures and the "Regional Habitat Conservation Fund". SANDAG and the Wildlife Agencies will develop guidelines for implementing this principle within one year of the passage of the TransNet extension.
10. SANDAG agrees to act on additional regional funding measures (a ballot measure and/or other secure funding commitments) to meet the long-term requirements for implementing habitat conservation plans in the San Diego region, within the timeframe necessary to allow a ballot measure to be considered by the voters no later than four years after passage of the TransNet Extension. In the event that such future funding measures generate funding to fully meet regional habitat acquisition and management requirements, SANDAG is authorized to reallocate excess funds included in the "Regional Habitat Conservation Fund" to local transportation projects.
11. In the event that SANDAG and its member agencies are not able to obtain coverage for transportation projects in applicable habitat conservation plans in accordance with the principles set forth above, the funding allocations set forth in this program shall be made available to meet habitat mitigation requirements of transportation projects, either through an alternative program that is acceptable to SANDAG, its member agencies, and the Wildlife Agencies, or through environmental review and permitting of individual projects under existing regulatory procedures.

May 6, 2004

TO: Cities/County Transportation Advisory Committee (CTAC)  
FROM: SANDAG staff  
SUBJECT: *TransNet Extension: 40-Year Expenditure Plan*

The \$14 billion *TransNet Extension* program has been developed over the course of the last year through numerous meetings with private and public stakeholders, local elected officials, transportation professionals, MTS, NCTD, Caltrans, other state and federal agencies, the SANDAG Board of Directors, Transportation Committee, Working Groups, and CTAC. The *TransNet Extension* is not a panacea for all transportation challenges the region will face over the next 40 years. There are many competing needs and the *TransNet Extension* will simply not cover them all. However, the *TransNet Extension* provides a sound foundation for sustaining regional mobility for the next 40 years. The *TransNet Extension* will ensure a revenue source that is collected locally, governed locally, and 100 percent spent locally.

The focus of the *TransNet Extension* is on providing congestion relief. The Expenditure Plan provides a variety of transportation improvements on 16 of the region's most critical transportation corridors. The regional transportation network is nearly completely established. No major new corridors are considered feasible at this point in time. The availability of open land for building additional infrastructure in the region's existing transportation corridors is limited. Transportation improvements in those corridors must therefore be efficient. Fifteen highway corridors will be rebuilt providing a freeway system within the existing freeway system. Nine new or significantly upgraded transit services will be provided offering frequent, fast, and comfortable service to and from top regional work and activity centers. Arterial and local road improvements will greatly enhance local travel and provide a framework for the regional transit and highway system.

The *TransNet Extension* follows the course established by the MOBILITY 2030 long-range transportation plan approved by the SANDAG Board of Directors in April 2003. That course will enhance our quality of life and meet our mobility needs now and in the future. Attached is a detailed listing of the major transportation improvements included in the *TransNet Extension* Expenditure Plan. The Expenditure Plan will be presented to the SANDAG Board of Directors on May 14, 2004 for approval to distribute for public review and comment.

**Draft**  
**TransNet Extension 40-Year Expenditure Plan**

(in millions of 2002 dollars)

#	Expenditure Plan Component	Total <i>TransNet</i> Requirement (40-year Total)	Percent of Net	Percent of Total
1	<b>Congestion Relief Program</b>			
2	Major Transportation Corridor Improvements:	\$6,850	50.5%	48.9%
3	Freeway, Highway, & Transit Capital Projects	\$5,150	38.0%	36.8%
4	Project Specific Transit Operations	\$1,100	8.1%	7.9%
5	Freeway, Highway, & Transit Project Environmental Mitigation	\$600	4.4%	4.3%
6	Local System Improvements	\$4,480	33.0%	32.0%
7	Local Street & Road Projects	\$3,950	29.1%	28.2%
8	Local Street & Road Project Environmental Mitigation	\$250	1.8%	1.8%
9	Smart Growth Incentive Competitive Grant Program	\$280	2.1%	2.0%
10	Transit System Improvements -	\$2,240	16.5%	16.0%
11	Continuing Bus/Rail Support and Improvements, including Senior/			
12	Disabled/Youth Transit Passes and Specialized Senior/Disabled Transportation Services			
13	Sub-Total	\$13,570	100.0%	N/A
14	<b>Bicycle, Pedestrian &amp; Neighborhood Safety Grant Program</b>	\$280 *		2.0%
15	<b>Administration</b>	\$140 *		1.0%
16	<b>Oversight Committee</b>	\$10 *		0.1%
17	<b>TOTAL TransNet Funding Requirement</b>	\$14,000		100.0%
18	<b>TOTAL TransNet Funds Available</b>	\$14,000		100.0%
19	* These categories deducted "off the top" prior to other allocations.			
20	Estimated Highway Total (1)	\$4,443	32.7%	
21	Estimated Transit Total (1)	\$4,647	34.2%	
22	Estimated Local Streets and Roads/Local Programs (1)	<u>\$4,480</u>	<u>33.0%</u>	
23	Total Net %	\$13,570	100.0%	

NOTES:

(1) Estimates based on net funding after admin deductions - Financing costs allocated 75% Highways / 25% Transit; Mitigation costs allocated 70% Highways / 30% Transit.

## TRANSNET EXTENSION EXPENDITURE PLAN

Table	<b>TABLE 1: Congestion Relief Program - Major Transportation Corridor Improvements</b>	<i>TransNet Proposal</i>			
		<i>Total Capital Cost</i>	<i>Mitigation Cost**</i>	<i>Net Capital Cost*</i>	<i>Transit Operating Cost</i>
2	I-15	\$1,400	\$10	\$1,390	\$240
3	I-805	\$2,100	\$24	\$2,076	\$170
4	I-5 (INTERNATIONAL BORDER TO I-805)	\$1,893	\$21	\$1,872	\$310
5	I-5 (I-805 TO VANDEGRIFT)	\$1,670	\$60	\$1,610	\$170
6	SR-52	\$410	\$3	\$407	\$0
7	SR-94 / SR-125	\$620	\$10	\$610	\$0
8	SR-54 / SR-125	\$140	\$1	\$139	\$0
9	SR-67	\$240	\$22	\$218	\$0
10	I-8	\$30	\$1	\$29	\$0
11	SR-78	\$700	\$8	\$692	\$130
12	SR-76	\$180	\$16	\$164	\$0
13	SR-56	\$100	\$1	\$99	\$0
14	MID-CITY SAN DIEGO TO DOWNTOWN SAN DIEGO	\$90	\$1	\$89	\$80
15	CORONADO TUNNEL	\$25	\$0	\$25	\$0
16	BORDER ACCESS IMPROVEMENTS	\$25	\$0	\$25	\$0
<b>TOTAL ALL CORRIDORS</b>		<b>\$9,623</b>	<b>\$178</b>	<b>\$9,445</b>	<b>\$1,100</b>
<b>TOTAL TRANSNET FUNDING REQUIREMENT</b>				<b>\$4,650</b>	<b>\$1,100</b>

<b>CORRIDOR ANALYSIS FOR TRANSNET EXTENSION</b>	\$5,750
<b>ESTIMATED FINANCING COST:</b>	\$500
<b>FREEWAY/HIGHWAY/TRANSIT PROJECT ENVIRONMENTAL MITIGATION:</b>	\$600
<b>TOTAL TRANSNET:</b>	\$6,850

Note: Costs in millions of 2002 dollars and rounded to the nearest \$10 million, with the exception of the matching funds included for the Coronado Tunnel and Border Access Improvement projects.

\* Of the total net capital cost of \$9,445 million, *TransNet* funding is assumed to leverage 50% from federal, state, and other sources. Additional matching funds are assumed to compensate for the 100% *TransNet* funds used for the Environmental Mitigation Program, reducing the *TransNet* requirement to approximately \$4,650 million.

\*\* The figures in this column represent the habitat-related mitigation costs included in the original cost estimates that will be funded out of the Environmental Mitigation Program.

## MAJOR TRANSPORTATION IMPROVEMENTS

### TABLE 2: I-15 CORRIDOR

Project Number	Route/Facility	From	To	Existing	Improvement	TransNet Extension			
						Capital Cost	Mitigation Cost	Net Capital Cost	Operating Cost
1	I-15	SR 163	SR56	8F	8F+4ML/MB	\$220	c	\$220	
2	I-15	Centre City Pkwy	SR 78	8F	8F+4ML	\$120	c	\$120	
3	I-15	SR94	SR 163	6F/8F	8F+2HOV	\$200	\$3	\$197	
4	HOV 2 HOV	I-15	SR 78	--	E to S, N to W	\$200	\$3	\$197	
5	HOV 2 HOV	I-15	SR 94	--	S to W, E to N	\$150	\$2	\$148	
6	SR94	I-5	I-15	8F	8F+2HOV	\$80	\$1	\$79	
7	BRT Rt 610 via I15/SR94 CAPITAL	Escondido Trans Ctr	Downtown San Diego	--	No Kearny Mesa Transitway; uses HOV lanes on I-15 between Qualcomm and SR 52. Builds/upgrades 6 BRT stations, upgrades downtown stations, builds DARs in 4 locations.	\$370	\$1	\$369	
7	BRT Rt 610 via I15/SR94 OPERATIONS	Escondido Trans Ctr	Downtown San Diego	--	10 min peak only service by 2010; 10 min peak / 15 min offpeak service by 2030				\$150
8	BRT Rt 470 via I15/Mira Mesa Blvd CAPITAL	Escondido Trans Ctr	Sorrento Mesa	--	Escondido to Sorrento Mesa; Uses Rt 610 stations and DARs.	\$60	<\$1	\$60	
8	BRT Rt 470 via I15/Mira Mesa Blvd OPERATIONS	Escondido Trans Ctr	Sorrento Mesa	--	15 min peak only service from Escondido by 2016				\$90
<b>TOTAL FOR CORRIDOR:</b>						<b>\$1,400</b>	<b>\$10</b>	<b>\$1,390</b>	<b>\$240</b>

BRT capital costs include new and/or improved stations, direct access ramps (DARs), vehicles, right of way, and arterial priority measures.

c=cleared, project habitat impacts previously cleared or not included.

## MAJOR TRANSPORTATION IMPROVEMENTS

**TABLE 3: I-805 CORRIDOR**

						TransNet Extension			
Project Number	Route/Facility	From	To	Existing	Improvement	Capital Cost	Mitigation Cost	Net Capital Cost	Operating Cost
9	I-805	SR 905	SR 54	8F	8F+2HOV, Reversible	\$150	\$2	\$148	
10	I-805	SR 54	I-8	8F	8F+4ML	\$450	\$5	\$445	
11	I-805	Mission Valley Viaduct		8F	8F+4ML	\$250	\$4	\$246	
12	I-805	I-8	I-5	8F	8F+4ML	\$380	\$6	\$374	
13	I-805 and SR 54 interchange improvements (E to S)					\$10	<\$1	\$10	
14	BRT Rt 628 via I805/SR94 CAPITAL	Otay Mesa	Downtown San Diego	--	Builds fewer DARs along I-805 reflecting changes to highway improvement; Builds 13 stations and DARs in 4 locations.	\$500	\$3	\$497	
14	BRT Rt 628 via I805/SR94 OPERATIONS	Otay Mesa	Downtown San Diego	--	15 min peak / 30 min offpeak svc by 2010; 10 min peak / 15 min offpeak service by 2020				\$120
15	SR94 HWAY	I-805	I-15	8F	8F+2HOV	\$70	\$1	\$69	
16	BRT Rt 680 via I805/I15/SR52 CAPITAL	San Ysidro	Sorrento Mesa	--	Builds 1 new station; uses DARs and stations built by routes 610 and 628.	\$70	<\$1	\$70	
16	BRT Rt 680 via I805/I15/SR52 OPERATIONS	San Ysidro	Sorrento Mesa	--	15 min peak only service by 2015; 10 min peak only service by 2030				\$50
17	SR 52	I-15	I-805	6F	6F+2HOV	\$70	\$1	\$69	
18	HOV 2 HOV	I-805	SR 52	--	W to N, S to E	\$150	\$2	\$148	
<b>TOTAL FOR CORRIDOR:</b>						<b>\$2,100</b>	<b>\$24</b>	<b>\$2,076</b>	<b>\$170</b>

BRT capital costs include new and/or improved stations, direct access ramps (DARs), vehicles, right of way, and arterial priority measures.

## MAJOR TRANSPORTATION IMPROVEMENTS

**TABLE 4: I-5 CORRIDOR (International Border to I-805)**

Project Number	Route/Facility	From	To	Existing	Improvement	TransNet Extension			
						Capital Cost	Mitigation Cost	Net Capital Cost	Operating Cost
19	I-5	SR 905	SR 54	8F	8F+2HOV	\$130	\$2	\$128	
20	I-5	SR 54	I-8	8F	8F+2HOV	\$600	\$6	\$594	
21	I-5	I-8	I-805	8F	8F+2HOV (including environmental and preliminary engineering for I-5/I-8 interchange improvements)	\$193	\$1	\$192	
22	Route 500 Blue Line Trolley	Improvements			Conversion to low-floor vehicles, enhanced stations, signal upgrades, extended platforms, grade separations in Chula Vista	\$270	\$2	\$268	
22	Route 500 Blue Line Trolley	Improvements			7.5 min peak / 7.5 min offpeak by 2020				\$90
23	Route 570 MidCoast CAPITAL	Old Town	UCSD/UTC	--	Extension of light rail transit from Old Town Transit Center to UTC via I-5 and UCSD	\$670	\$10	\$660	
23	Route 570 MidCoast OPERATIONS	Old Town	UCSD/UTC	--	15 min all day service by 2020				\$110
24	Route 634 Super Loop CAPITAL	UTC	UCSD	--	Signal priority, queue jumper lanes, other arterial improvements, vehicles, stations	\$30	<\$1	\$30	
24	Route 634 Super Loop OPERATIONS	UTC	UCSD	--	10 minute all day service by 2010				\$110
<b>TOTAL FOR CORRIDOR:</b>						<b>\$1,893</b>	<b>\$21</b>	<b>\$1,872</b>	<b>\$310</b>

BRT capital costs include new and/or improved stations, direct access ramps (DARs), vehicles, right of way, and arterial priority measures.

## MAJOR TRANSPORTATION IMPROVEMENTS

**TABLE 5: I-5 CORRIDOR (I-805 to Vandegrift Blvd.)**

Project Number	Route/Facility	From	To	Existing	Improvement	TransNet Extension			
						Capital Cost	Mitigation Cost	Net Capital Cost	Operating Cost
25	I-5/I-805	Merge		16F	16F+4ML	\$30	c	\$30	
26	I-5	SR 56	Leucadia Blvd	8F	8F+4ML	\$400	\$16	\$384	
27	I-5	Leucadia Blvd	Vandegrift Blvd.	8F	8F+4ML	\$370	\$11	\$359	
28	HOV 2 HOV	I-5	I-805	--	N to N, S to S	\$180	\$3	\$177	
29	FWY 2 FWY	I-5	SR 56	--	W to N, S to E	\$140	\$4	\$136	
30	FWY 2 FWY	I-5	SR 78	--	W to S, S to E	\$150	\$2	\$148	
31	I-5 CORRIDOR: Route 398 COASTER/BRT Route 472 (El Camino Real) CAPITAL	Improvements		--	Corridor transit improvements that would include some combination of projects from the following: Coaster: Vehicles, stations improvements including parking, double tracking and other improvements, Del Mar tunnel; and BRT (El Camino Real/I-5): Vehicles, stations, signal priority and other arterial improvements along El Camino Real, direct access ramps on I-5 south from Encinitas*	\$400	\$24	\$376	
31	I-5 CORRIDOR: Route 398 COASTER/BRT Route 472 (El Camino Real) OPERATIONS	Improvements		--	Coaster: 20 min peak / current offpeak svc by 2016; 20 min peak / 60 min offpeak service by 2025; BRT (El Camino Real/I-5): 15 min peak / 30 min offpeak service by 2020				\$170
<b>TOTAL FOR CORRIDOR:</b>						<b>\$1,670</b>	<b>\$60</b>	<b>\$1,610</b>	<b>\$170</b>

BRT capital costs include new and/or improved stations, direct access ramps (DARs), vehicles, right of way, and arterial priority measures.

c=cleared, project habitat impacts previously cleared or not included.

\* Coaster capital improvements estimated at \$800 million. This assumes TransNet will contribute 25% based on past funding from state and federal sources.

Major north-south transit service improvements are assumed for this corridor with the primary options being enhanced service on the Coaster and BRT service in the El Camino Real/I-5 Corridor.

## MAJOR TRANSPORTATION IMPROVEMENTS

### TABLE 6: SR 52 CORRIDOR

						TransNet Extension			
Project Number	Route/Facility	From	To	Existing	Improvement	Capital Cost	Mitigation Cost	Net Capital Cost	Operating Cost
32	SR 52	I-15	SR 125	4F	6F+2ML (Reversible)	\$170	\$3	\$167	
(I-15 - I-805 segment included in I-805 corridor for transit services; I-805/SR 52 HOV2HOV Connector included in I-805 corridor)									
33	SR 52	SR 125	SR 67	--	4F	\$240	c	\$240	
<b>TOTAL FOR CORRIDOR:</b>						<b>\$410</b>	<b>\$3</b>	<b>\$407</b>	<b>\$0</b>

c=cleared, project habitat impacts previously cleared or not included.

### TABLE 7: SR 94/SR 125 CORRIDOR

						TransNet Extension			
Project Number	Route/Facility	From	To	Existing	Improvement	Capital Cost	Mitigation Cost	Net Capital Cost	Operating Cost
34	SR 94 and SR 125 Interchange				W to N, S to E	\$110	\$2	\$108	
(I-805 to I-5 segments included in I-15 and I-805 corridors for transit services)									
35	SR 94	SR 125	Steele Canyon	4F/4C-2C	Widen to 6-lane freeway from SR 125 to Avocado Blvd and provide 4-lane conventional highway from Avocado Blvd to Steele Canyon	\$90	\$2	\$88	
36	SR 94/SR 125	I-805	I-8	8F	8F+2HOV	\$350	\$5	\$345	
37	Route 520 Orange Line Trolley CAPITAL	Improvements		--	Conversion to low-floor vehicles, enhanced stations, signal upgrades, extended platforms. Current headway.	\$70	\$1	\$69	
<b>TOTAL FOR CORRIDOR:</b>						<b>\$620</b>	<b>\$10</b>	<b>\$610</b>	<b>\$0</b>

**MAJOR TRANSPORTATION IMPROVEMENTS**

**TABLE 8: SR 54/SR 125 CORRIDOR**

						<i>TransNet Extension</i>			
<i>Project Number</i>	<i>Route/Facility</i>	<i>From</i>	<i>To</i>	<i>Existing</i>	<i>Improvement</i>	<i>Capital Cost</i>	<i>Mitigation Cost</i>	<i>Net Capital Cost</i>	<i>Operating Cost</i>
38	SR 54/SR 125	I-805	SR 94	4F+2/6 F	Widen to provide a continuous 6F+2 HOV Facility	\$140	\$1	\$139	
<b>TOTAL FOR CORRIDOR:</b>						<b>\$140</b>	<b>\$1</b>	<b>\$139</b>	<b>\$0</b>

**TABLE 9: SR 67 CORRIDOR**

						<i>TransNet Extension</i>			
<i>Project Number</i>	<i>Route/Facility</i>	<i>From</i>	<i>To</i>	<i>Existing</i>	<i>Improvement</i>	<i>Capital Cost</i>	<i>Mitigation Cost</i>	<i>Net Capital Cost</i>	<i>Operating Cost</i>
39	SR 67	Mapleview St	Dye Rd	2C	4C - To be constructed with environmental enhancements	\$240	\$22	\$218	
<b>TOTAL FOR CORRIDOR:</b>						<b>\$240</b>	<b>\$22</b>	<b>\$218</b>	<b>\$0</b>

**TABLE 10: I-8 CORRIDOR**

						<i>TransNet Extension</i>			
<i>Project Number</i>	<i>Route/Facility</i>	<i>From</i>	<i>To</i>	<i>Existing</i>	<i>Improvement</i>	<i>Capital Cost</i>	<i>Mitigation Cost</i>	<i>Net Capital Cost</i>	<i>Operating Cost</i>
40	I-8	Second St	Los Coches	4F	6F	\$30	\$1	\$29	
<b>TOTAL FOR CORRIDOR:</b>						<b>\$30</b>	<b>\$1</b>	<b>\$29</b>	<b>\$0</b>

**MAJOR TRANSPORTATION IMPROVEMENTS**

**TABLE 11: SR 78 CORRIDOR**

Project Number	Route/Facility	From	To	Existing	Improvement	TransNet Extension			
						Capital Cost	Mitigation Cost	Net Capital Cost	Operating Cost
41	SR 78	I-5	I-15	6F	6F+2HOV	\$500	\$5	\$495	
	FWY 2 FWY	I-5	SR 78		Included in I-5 North Coast Corridor				
	HOV 2 HOV	I-15	SR 78		Included in I-15 Corridor				
42	SR 78 Corridor Route 399 SPRINTER/ BRT Route 471 (Palomar Airport Rd) CAPITAL	Improvements		--	Corridor transit improvements that would include some combination of projects from the following: SPRINTER: double tracking, North County Fair extension, some grade separations; and BRT (Palomar Airport Rd): vehicles, signal priority and other arterial improvements; builds 18 stations	\$200	\$3	\$197	
42	SR 78 Corridor Route 399 SPRINTER/ BRT Route 471 (Palomar Airport Rd) OPERATIONS	Improvements		--	SPRINTER: 15 min peak / current offpeak svc by 2016, 15 min all day service by 2030; BRT (Palomar Airport Rd): 15 min peak / 30 min off peak service by 2020				\$130
<b>TOTAL FOR CORRIDOR:</b>						<b>\$700</b>	<b>\$8</b>	<b>\$692</b>	<b>\$130</b>

BRT capital costs include new and/or improved stations, direct access ramps (DARs), vehicles, right of way, and arterial priority measures.

Major east-west transit service improvements are assumed for this corridor with the primary options being enhanced service on the Sprinter and BRT service in the Palomar Airport Rd / San Marcos Blvd Corridor.

**TABLE 12: SR 76 CORRIDOR**

Project Number	Route/Facility	From	To	Existing	Improvement	TransNet Extension			
						Capital Cost	Mitigation Cost	Net Capital Cost	Operating Cost
43	SR 76	Melrose Dr	I-15	2C	4C - (Mission Road to I-15 segment to be constructed with environmental enhancements)	\$180	\$16	\$164	
<b>TOTAL FOR CORRIDOR:</b>						<b>\$180</b>	<b>\$16</b>	<b>\$164</b>	<b>\$0</b>

## MAJOR TRANSPORTATION IMPROVEMENTS

**TABLE 13: SR 56 CORRIDOR**

Project Number	Route/Facility	From	To	Existing	Improvement	TransNet Extension		Net Capital Cost	Operating Cost
						Capital Cost	Mitigation Cost		
44	SR 56	I-5	I-15	4F	6F	\$100	\$1	\$99	
<b>TOTAL FOR CORRIDOR:</b>						<b>\$100</b>	<b>\$1</b>	<b>\$99</b>	<b>\$0</b>

**TABLE 14: MID-CITY SAN DIEGO TO DOWNTOWN SAN DIEGO CORRIDOR**

Project Number	Route/Facility	From	To	Existing	Improvement	TransNet Extension		Net Capital Cost	Operating Cost
						Capital Cost	Mitigation Cost		
45	BRT Showcase Rt 611 via El Cajon&Park Blvds CAPITAL	SDSU	Downtown San Diego	--	Signal priority, queue jumper lanes, other arterial improvements, vehicles; builds 13 stations and upgrades to downtown stations	\$90	\$1	\$89	
45	BRT Showcase Rt 611 via El Cajon&Park Blvds OPERATIONS	SDSU	Downtown San Diego	--	10 min peak / 15 min offpeak by 2006		-		\$80
<b>TOTAL FOR CORRIDOR:</b>						<b>\$90</b>	<b>\$1</b>	<b>\$89</b>	<b>\$80</b>

BRT capital costs include new and/or improved stations, direct access ramps (DARs), vehicles, right of way, and arterial priority measures.

<b>MAJOR TRANSPORTATION IMPROVEMENTS</b>									
<b>TABLE 15: SR 75/SR 282 CORRIDOR</b>									
						<i>TransNet</i> Extension			
<i>Project Number</i>	<i>Route/Facility</i>	<i>From</i>	<i>To</i>	<i>Existing</i>	<i>Improvement</i>	<i>Capital Cost</i>	<i>Mitigation Cost</i>	<i>Net Capital Cost</i>	<i>Operating Cost</i>
46	SR75/SR 282	Glorietta Blvd	Alameda Blvd	--	Tunnel Construction Match Only	\$25	c	\$25	
<b>TOTAL FOR CORRIDOR:</b>						<b>\$25</b>	<b>\$0</b>	<b>\$25</b>	<b>\$0</b>

c=cleared, project habitat impacts previously cleared or not included.

<b>TABLE 16: U.S. - MEXICO BORDER CORRIDOR</b>									
						<i>TransNet</i> Extension			
<i>Project Number</i>	<i>Route/Facility</i>	<i>From</i>	<i>To</i>	<i>Existing</i>	<i>Improvement</i>	<i>Capital Cost</i>	<i>Mitigation Cost</i>	<i>Net Capital Cost</i>	<i>Operating Cost</i>
47	Border Access Improvements	Miscellaneous improvements to enhance access in the border area.		--	Construction Match	\$25	c	\$25	
<b>TOTAL FOR CORRIDOR:</b>						<b>\$25</b>	<b>\$0</b>	<b>\$25</b>	<b>\$0</b>

c=cleared, project habitat impacts previously cleared or not included.

May 6, 2004

TO: Cities County Transportation Advisory Committee (CTAC)  
FROM: SANDAG staff  
SUBJECT: *TransNet Extension* Regional Transportation Congestion Improvement Program

The Regional Transportation Congestion Improvement Program (RTCIP) is included in the *TransNet Extension* Ordinance. The objective of the RTCIP is to establish a new revenue source that ensures future development will contribute its fair share towards funding improvements to the Regional Arterial System. The Board approved the inclusion of the RTCIP in the *TransNet Extension* Ordinance at their April 9, 2004 meeting.

The RTCIP will be implemented by each jurisdiction thereby developing a consolidated development impact mitigation program for the San Diego region. Funding acquired through the RTCIP will be used to construct transportation improvements such as new or widened arterials, turning lanes, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, rail grade separations, and improvements for regional express bus and rail transit services. These improvements will be needed to accommodate future travel demand generated by new development throughout the San Diego region. By establishing a program to collect revenue from new developments in the region, local jurisdictions will be creating a mechanism by which developers and in turn new county residents will effectively contribute toward sustaining the regional transportation system.

One of the important issues to be addressed in the development of the *TransNet* Extension Ordinance and Expenditure Plan is to ensure that the sales tax extension is not viewed as a bailout for private development. The current *TransNet* measure includes a prohibition against using sales tax funds to replace any private developer funding. Traditional sources of transportation funding (such as the gasoline tax, local general funds, and the reauthorization of *TransNet*) will not be sufficient to fund needed regional transportation facility improvements. New development needs to pay its fair share of regional transportation needs.

The SANDAG Board recognized the need to establish a funding program to mitigate the regional transportation impacts of new development on the Regional Arterial System. Discussions over the need to establish a funding program for improving the Regional Arterial System have evolved into the Regional Transportation Congestion Improvement Program (RTCIP). While the RTCIP cannot and should not fund all necessary regional transportation needs, the RTCIP will establish a new revenue source that ensures future development will contribute toward addressing the impacts of new growth on the Regional Arterial System.

*TransNet Extension*

**Regional Transportation Congestion Improvement Program  
Questions and Answers**

**1. Would the \$2,000 per dwelling unit regional impact fee be collected by each of the local jurisdictions?**

Yes. SANDAG has no authority to institute a developer impact fee.

**2. Would the fees collected only be used on the Regional Arterial System?**

Yes. There is a broad range of expenditure categories. The Regional Arterial System is defined by the Regional Transportation Plan (RTP). The RTP is updated every three years so the Regional Arterial System can be modified to address changing needs when the RTP is updated.

**3. Would the monies be sent over to SANDAG and then sent back to the City/County if they are developing part of the Regional Arterial System, or kept in the City/County until they build part of the Regional Arterial System.**

The fees collected would not be sent over to SANDAG, unless, at the end of seven years the City/County could show no planned need for the funds. Then the funds would be sent to SANDAG and expended on qualified projects within three years within the same sub-region. If the funds are not spent after the ten year period, the funds would be returned to the private developer. SANDAG would require the city provide a schedule for collecting and expending fee revenue annually as part of its auditing responsibilities.

**4. How would developer contributions to the Regional Arterial System (i.e., building a segment of the road) be credited?**

Section F of the RTCIP (attached) outlines how credits will be awarded.

**5. Where would the monies be used? Developer Impact Fees are typically used within the community planning area. Can the regional fee be used anywhere? Is there a nexus issue for urban development paying for the Regional Arterial System?**

SANDAG will be responsible for producing a regional nexus study. This nexus study would allow fees to be spent anywhere on the Regional Arterial System. However, the Regional Arterial System is within each jurisdiction, so each jurisdiction will have the opportunity to spend the fee revenue on the portion of the Regional Arterial System that serves its residents.

**6. What if we assess a higher fee via a Facilities Benefit Assessment? Would the developer still have to pay the \$2,000 per dwelling unit?**

If the city collects and spends at least \$2,000 per new residential unit on a Regional Arterial System improvement from its Facilities Benefit Assessment fees or exactions, no additional fees would be required.

*Draft TransNet Extension*  
**Ordinance and Expenditure Plan**

SECTION 9. Regional Transportation Congestion Improvement Program (RTCIP)

A. New Development Exactions

Starting on July 1, 2008, each jurisdiction in the San Diego region shall contribute \$2,000 in exactions from the private sector, for each newly constructed residential housing unit in that jurisdiction to the RTCIP. These exactions shall ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements, as defined in San Diego Association of Governments' (SANDAG's) most recent, adopted Regional Transportation Plan. New residential housing units constructed for extremely low, very-low, low, and moderate income households, as defined in California Health and Safety Code Sections 50105, 50106, 50079.5 and 50093, will be exempted from the \$2,000 per unit contribution requirement. No other new residential units shall be exempted. 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 jurisdiction shall establish an impact fee or other revenue Funding Program by which it collects and funds its contribution to the RTCIP. Each jurisdiction 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 jurisdiction, 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 Jurisdiction'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 the TransNet Ordinance. Any jurisdiction 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 jurisdictions 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.

***TransNet* EXTENSION REGIONAL TRANSPORTATION  
CONGESTION IMPROVEMENT PROGRAM**

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 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 SR75. 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 reviewed by the Independent Taxpayer Oversight Committee 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.

**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 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 defined in this Section.
2. Revenue collected through the Funding Programs shall be used to construct transportation improvements 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 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 or exchanged in accordance with the intent 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 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 appropriate 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 the effective date of this Ordinance, 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 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 *TransNet* 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.

## Regional Arterial System

Jurisdictions	Arterials (and SR 75)	Limits
Carlsbad	Cannon Rd	Carlsbad Blvd - Buena Vista Dr
Carlsbad	Cannon Rd	Carlsbad Blvd - Buena Vista Dr
Carlsbad	Carlsbad Blvd	Eaton St - La Costa Ave
Carlsbad	Carlsbad Village Dr	I-5 - Coast Blvd/Coast Hwy
Carlsbad	College Blvd	El Camino Real - Palomar Airport Rd
Carlsbad	El Camino Real (S-11)	SR 78 - Olivenhain
Carlsbad	<b>Faraday Ave</b>	<b>Melrose Dr - College Blvd</b>
Carlsbad	Olivehain Rd	Los Pinos Cir - Rancho Santa Fe Rd
Carlsbad	Palomar Airport Rd	Carlsbad Blvd - Business Park Dr
Carlsbad	<b>Poinsettia Lane</b>	<b>Carlsbad Blvd - Melrose Dr</b>
Carlsbad	Rancho Santa Fe Rd	Melrose Dr - Olivenhain Rd
Chula Vista	Bonita Rd	1ST Ave - I-805
Chula Vista	Broadway	C Street - Main Street
Chula Vista	E St	I-5 - E Bonita Rd
Chula Vista	East H St	Hilltop Dr - Mount Miguel Rd
Chula Vista	H St	I-5 - Hilltop Dr
Chula Vista	Hunte Pkwy	Proctor Valley Rd - SR 125
Chula Vista	L St	I-5 - I-805
Chula Vista	La Media Rd	Telegraph Canyon Rd - SR905
Chula Vista	Main St	I-5 - Hilltop Dr
Chula Vista	Olympic Pkwy	Brandywine Ave - SR125
Chula Vista	Orange Ave	Palomar St - Brandywine Ave
Chula Vista	Otay Lakes Rd	Bonita Rd - Wueste Rd
Chula Vista	Otay Valley Rd	Hilltop Dr - Heritage Rd
Chula Vista	Palomar St	I-5 - Orange Ave
Chula Vista	Paseo Ranchero	East H St - Otay Mesa Rd
Chula Vista	Proctor Valley Rd	Rocking Horse Dr - Hunte Pkwy
Coronado	SR 75	City of San Diego - City of Imperial Beach
Del Mar	Via de la Valle	Highway 101 - Jimmy Durante Blvd
El Cajon	2nd St	Greefield Dr - Main St
El Cajon	Avocado Ave	Main St - Chase Ave
El Cajon	Avocado Blvd	Chase Ave - Dewitt Ct
El Cajon	Ballantyne St	Broadway - Main St
El Cajon	<del>Bradley Ave</del>	<del>Cuyamaca St - Marshall Ave</del>
El Cajon	Bradley Ave	Marshall Ave - 2nd St
El Cajon	Broadway	SR67 - E. Main St.
El Cajon	Cuyamaca St	Mission Gorge Rd - Marshall Ave
El Cajon	<del>Cuyamaca St</del>	<del>Marshall Ave - Fletcher Pkwy</del>
El Cajon	E Main St	Broadway - Greenfield Dr
El Cajon	<b>El Cajon Blvd</b>	<b>Chase Ave - Washington Ave</b>
El Cajon	Fletcher Pkwy	Dallas St - SR 67
El Cajon	Greenfield Dr	E Main St - I-8
El Cajon	Jamancha Rd	Main St - Grove Rd
El Cajon	Marshall Ave	Fletcher Pkwy - West Main St
El Cajon	<b>Marshall Ave</b>	<b>Cuyamaca - Fletcher Pkwy</b>
El Cajon	<b>Marshall Ave</b>	<b>Main St - Washington Ave</b>
El Cajon	Navajo Rd	Fanita Dr - Fletcher Pkwy
El Cajon	Navajo Rd	Fanita Dr - Fletcher Pkwy
El Cajon	<b>Washington Ave</b>	<b>El Cajon Blvd - Jamacha Rd</b>
El Cajon	West Main St	I-8 - Marshall Ave
Encinitas	Coast Highway	City of Carlsbad - City of Solana Beach
Encinitas	El Camino Real	Olivenhain - Manchester Ave
Encinitas	Encinitas Blvd	First St - El Camino Real
Encinitas	La Costa Ave	Carlsbad Blvd - El Camino Real
Encinitas	Leucadia Blvd	1st St - El Camino Real

## Regional Arterial System

Jurisdictions	Arterials (and SR 75)	Limits
Encinitas Encinitas	Manchester Ave Olivehain Rd	El Camino Real - I-5 El Camino Real - Los Pinos Cir
Escondido Escondido Escondido Escondido Escondido Escondido Escondido Escondido Escondido Escondido Escondido Escondido	Barham Dr Centre City Pkwy Citracado Pkwy East Valley Pkwy East Via Ranho Pkwy El Norte Pkwy El Norte Pkwy Mission Ave <b>Mission Ave</b> Mission Rd Via Rancho Pkwy Washington Ave West Valley Pkwy	Los Amigos - Mission Rd Nutmeg St - I-15 Centre City Pkwy - SR78 Broadway - East Valley Pkwy Broadway - Bear Valley Pkwy Nordahl Rd - Washington Ave Woodland Pkwy - Rees Rd Andreason Dr - Center City Pkwy <b>Escondido Blvd - Broadway Ave</b> Barham Dr - Andreason Dr Del Dios Hwy - Sunset Dr El Norte Pkwy - Center Valley Pkwy Claudan Rd - Broadway
Imperial Beach	SR 75	City of Coronado - City of San Diego
La Mesa La Mesa La Mesa La Mesa La Mesa La Mesa La Mesa La Mesa	El Cajon Blvd Fletcher Pkwy Grossmont Center Dr La Mesa Blvd Lake Murray Massachusetts Ave Spring St University Ave	73rd St - I-8 I-8 - Dallas St I-8 - Fletcher Pkwy University Ave - I-8 I-8 - Dallas St SR 94 - University Ave I-8 - SR125 69th St - La Mesa Blvd
Lemon Grove Lemon Grove Lemon Grove Lemon Grove Lemon Grove Lemon Grove	College Ave Federal Blvd Lemon Grove Ave Massachusetts Ave <b>Massachusetts Ave</b> <b>Sweetwater Road</b>	Livingston St - Federal Blvd College Ave - SR 94 Viewcrest -SR 94 Broadway - SR 94 <b>Lemon Grove Ave - Broadway</b> <b>Broadway - Troy Street</b>
National City National City National City National City National City National City National City National City	30th St Euclid Ave Harbor Dr National City Blvd Palm Ave Paradise Valley Rd Plaza Blvd Sweetwater Rd	National City Blvd - 2nd St Cervantes Ave - Sweetwater Rd 8th St - I-5 I-5 - C St I-5 - I-805 8th Street - Plaza Blvd National City Blvd - 8th St 2nd St - Willow St
Oceanside Oceanside Oceanside Oceanside Oceanside Oceanside Oceanside Oceanside Oceanside Oceanside Oceanside	Coast Highway College Blvd El Camino Real Melrose Dr <b>Mission Ave</b> North River Rd North Santa Fe Ave Oceanside Blvd <b>Rancho Del Oro Dr</b> Vandegrift Blvd West Vista Way	I-5 - Eaton St North River Rd - SR 78 Douglas Dr - SR 78 SR 76 - Rancho Santa Fe Rd <b>Coast Hwy - Frazee Rd</b> Douglas Dr - SR 76 SR 76 - Melrose Dr Hill St - Melrose Dr <b>SR 78 - SR 76</b> North River Rd - Camp Pendleton Jefferson St - Thunder Dr
Poway Poway Poway Poway	Camino del Norte <b>Community Rd</b> Espola Rd Poway Rd	World Trade Dr - Pomarado Rd <b>Twin Peaks Rd Scripps Poway Pkwy</b> Summerfield Ln - Poway Rd Springhurst Dr - SR 67

## Regional Arterial System

Jurisdictions	Arterials (and SR 75)	Limits
Poway	Scripps Poway Pkwy	Springbrook - Sycamore Canyon Rd
Poway	Ted Williams Pkwy	Pomerado Rd - Twin Peaks Rd
Poway	Twin Peaks Rd	Pomarado Rd - Espola Rd
San Diego City	32nd St	Harbor Dr - Norman Scott Rd
San Diego City	54th St	El Cajon Blvd - SR 94
San Diego City	Balboa Ave	Mission Bay Dr - I-15
San Diego City	Barnett Ave	Lytton St - Pacific Highway
San Diego City	Bernardo Center Dr	Camino Del Norte - I-15
San Diego City	Beyer Blvd	Main St - Dairy Mart Road
San Diego City	Black Mountain Rd	Del Mar Hights - Carrol Canyon
San Diego City	Cabrillo Dr	Cochran St - Cabrillo Monument
San Diego City	Camino del Norte	Camino San Bernardo - World Trade Dr
San Diego City	<b>Camino Del Rio North</b>	<b>Mission Center Rd - Mission Gorge Rd</b>
San Diego City	Camino Ruiz	SR56 - Camino del Norte
San Diego City	<b>Camino Santa Fe Ave</b>	<b>Sorrento Valley Blvd - Miramar Rd</b>
San Diego City	Canon St	Rosecrans St - Jennings St
San Diego City	<b>Carmel Mountain Rd</b>	<b>Sorrento Valley Rd - El Camino Real</b>
San Diego City	Carmel Valley Rd	North Torrey Pines Rd - El Camino Real
San Diego City	Catalina Blvd	Jenning St - Cochran St
San Diego City	Clairemont Mesa Blvd	I-15 - Moraga Ave
San Diego City	College Ave	Waring Rd - Livingston St
San Diego City	<del>Collwood Blvd</del>	<del>Montezuma Rd - El Cajon Blvd</del>
San Diego City	<b>Convoy St</b>	<b>Linda Vista Rd - SR 52</b>
San Diego City	Crosby St	I-5 - Harbor Dr
San Diego City	Dairy Mart Rd	SR 905 - I-5
San Diego City	Del Dios Hwy	Via Rancho Pkwy - Claudan Rd
San Diego City	Del Mar Heights Rd	I-5 - Camino Del Norte
San Diego City	El Cajon Blvd	Park Blvd -73rd St
San Diego City	El Camino Real	Via de la Valle - Carmel Valley Rd
San Diego City	<b>El Camino Real</b>	<b>SR 56 - Carmel Mountain Rd</b>
San Diego City	Euclid Ave	SR 94 - Cervantes Ave
San Diego City	Fairmount Ave	I-8 - El Cajon Blvd
San Diego City	Friars Rd	Sea World Dr - Mission Gorge Rd
San Diego City	Garnet Ave	Balboa - Mission Bay Dr
San Diego City	Genesee Ave	N. Torrey Pines Rd - SR 163
San Diego City	Gilman Dr	La Jolla Village Dr - I-5
San Diego City	<del>Girard Ave</del>	<del>Pearl St - Torrey Pines Road</del>
San Diego City	Grand Ave	Mission Blvd to Mission Bay Dr
San Diego City	Grape St	North Harbor Dr - I-5
San Diego City	Harbor Dr	Pacific Hwy - 8th St
San Diego City	Hawthorn St	I-5 - North Harbor Dr
San Diego City	Heritage Rd	Otay Mesa Rd - Siempre Viva Rd
San Diego City	Imperial Ave	Valencia Pkwy - Lisbon St
San Diego City	Kearny Villa Rd	Pomarado Rd - Waxie Way
San Diego City	Kettner Blvd	I-5 - India St
San Diego City	<del>La Jolla Blvd</del>	<del>Pearl St - Mission Blvd</del>
San Diego City	La Jolla Village Dr	North Torrey Pines Rd - I-805
San Diego City	Lake Murray	Dallas St - Navajo Rd
San Diego city	Laurel St	North Harbor Dr - I-5
San Diego City	Lemon Grove Ave	Lisbon St - Veiwcrest
San Diego City	<b>Linda Vista Rd</b>	<b>Morena Blvd - Convoy St</b>
San Diego City	Lytton St	Rosecrans St - Saint Charles St
San Diego City	Market St	Harbor Dr - Valencia Pkwy
San Diego City	Mira Mesa Blvd	I-805 to I-15
San Diego City	Miramar Rd	I-805 to I-15
San Diego City	Mission Bay Dr	Grand Ave to I-5
San Diego City	<del>Mission Blvd</del>	<del>Loring St - Grand Ave</del>
San Diego City	Mission Gorge Rd	I-8 - Highridge Rd
San Diego City	Montezuma Rd	Fairmount Ave - El Cajon Blvd

## Regional Arterial System

Jurisdictions	Arterials (and SR 75)	Limits
San Diego City	Morena Blvd	Balboa Ave - I-8
San Diego City	Navajo Rd	Waring Rd - Fanita Dr
San Diego City	Nimitz Blvd	I-8 - Harbor Dr
San Diego City	North Harbor Dr	Rosecrans St - Grape St
San Diego City	North Torrey Pines Rd (S-21)	Carmel Valley Rd - La Jolla Village Dr
San Diego City	Ocean View Hills Pkwy	I-805 - SR 905
San Diego City	Otay Mesa Rd	SR 905 - SR 125
San Diego City	Pacific Highway	Sea World Dr - Harbor Dr
San Diego City	Paradise Valley Rd	Plaza Blvd - Meadowbrook Dr
San Diego City	<del>Pearl St</del>	<del>La Jolla Blvd to Girard Ave</del>
San Diego City	Pomerado Rd	I-15 (N) - I-15 (S)
San Diego City	Poway Rd	I-15 - Springhurst Dr
San Diego City	Rancho Bernardo Rd	I-15 - Summerfield Ln
San Diego City	Rancho Penasquitos Blvd	SR 56 - I-15
San Diego City	Rosecrans St	I-8 - Canon St
San Diego City	Ruffin Rd	Waxie Way - Balboa Ave
San Diego City	Scripps Poway Pkwy	I-15 - Springbrook
San Diego City	Sea World Dr	W Mission Bay Dr - Morena Blvd
San Diego City	Siempre Viva Rd	Heritage Rd - SR 905
San Diego City	<b>Sorrento Valley Blvd</b>	<b>Sorrento Valley Rd - Caminor Santa Fe Ave</b>
San Diego City	<del>Sorrento Valley Rd</del>	<del>Carmel Valley Rd - Carmel Mountain Rd</del>
San Diego City	Sports Arena Blvd	Sea World Dr - Rosecrans St
San Diego City	Sunset Cliffs Blvd	I-8 - W Mission Bay Dr
San Diego City	Ted Williams Pkwy	I-15 - Pomerado Rd
San Diego City	<del>Torrey Pines Rd</del>	<del>Girard Ave - Prospect Pl</del>
San Diego City	University Ave	54th St - 69th St
San Diego City	Valencia Pkwy	Market - Imperial Ave
San Diego City	Via de la Valle	Jimmy Durante Blvd - El Camino Real
San Diego City	<b>Vista Sorrento Pkwy</b>	<b>Sorrento Valley Blvd - Carmel Mountain Rd</b>
San Diego City	Wabash Blvd	Norman Scott Rd - I-5
San Diego City	Washington St	Pacific Hwy - Park Blvd
San Diego County	Avocado Blvd	Dewitt Ct - SR 94
San Diego County	Bear Valley Parkway	City of Escondido(North)-City of Escondido(south)
San Diego County	Bonita Rd	I-805 - San Miguel Rd
San Diego County	Borrego Springs/Yaqui Pass Rd (S-3)	Palm Canyon Dr (S-22)- SR 78
San Diego County	Bradley Ave/Pepper Dr	Wing Ave (365) -Winter Garden Blvd
San Diego County	Buckman Springs/Sunrise Hwy (S-1)	SR 94 - SR 79
San Diego County	Buena Creek Rd	Blue Bird Canyon Tr - Twin Oaks Valley Rd
San Diego County	Camino del Norte	Rancho Bernardo Rd-City of San Diego
San Diego County	Citracado Parkway	Harmon Grove-Avd Del Diablo
San Diego County	Deer Springs Rd	Twin Oaks Valley Rd - I-15
San Diego County	<b>Dehesa Road</b>	<b>Jamacha Rd - Harbisonn Canyon Rd</b>
San Diego County	<b>Dehesa Road*</b>	<b>Harbisonn Canyon Rd - Sycuan Rd</b>
San Diego County	East Vista Way	SR 76 - City of Vista
San Diego County	El Norte Pkwy	Rees Rd - Nordahl Rd
San Diego County	Euclid Ave	City of National City-City of National City
San Diego County	Gamble Lane	Eucalytus Ave-City of Escondido
San Diego County	<del>Highland Valley Rd (SA-603/SA-604)</del>	<del>Pomerado Rd - SR67</del>
San Diego County	Jamancha Rd	City of El Cajon - SR 94
San Diego County	Jamancha Rd	SR 125 to SR 94
San Diego County	Lake Jennings Park Rd	SR 67 to I-8
San Diego County	<b>Lake Wohlford Rd</b>	<b>Valley Center Road (N) - Valley Center Rd (S)</b>
San Diego County	Las Posas Rd	City of San Marcos-Buena Creek Rd
San Diego County	Mapleview St	SR 67 - Lake Jennings Rd
San Diego County	Mar Vista Dr	City of Oceanside-City of Vsita
San Diego County	Melrose Drive	City of Oceanside-City of Vsita
San Diego County	Mission Road (S-13)	I-15 to SR 76
San Diego County	Montezuma Valley/Palm Cyn (S-22)	SR 79 - Imperial Co Line
San Diego County	Nordahl Road	El Norte- City of San Marcos

## Regional Arterial System

Jurisdictions	Arterials (and SR 75)	Limits
San Diego County	Old Highway 80	Buckman Springs Rd - I-8 (In-ko-pah)
San Diego County	Old Highway 80	SR 79 - Sunrise Hwy
San Diego County	Otay Lakes Rd/Proctor Valley/Melody Rd	Wueste Rd - SR 94
San Diego County	Paradise Valley Rd	City of San Diego-Sweetwater Rd
San Diego County	Proctor Valley Rd	Mount Miguel Rd - Rocking Horse Dr
San Diego County	Rancho Bernardo Road	City of San Diego(west)-City of San Diego(east)
San Diego County	San Felipe Rd/Overland Rte (S-2)	S-22 - Imperial Co Line
San Diego County	<del>San Miguel Rd</del>	<del>Bonita Rd - SR 125</del>
San Diego County	Scripps Poway Pkwy	Sycamore Canyon Rd - SR 67
San Diego County	South Santa Fe Ave	City if Vista- City of San Marcos
San Diego County	Sunrise Highway	SR 79 - I-8
San Diego County	Sweetwater Road (Bonita)	Willow St-City of National City
San Diego County	Sweetwater Road (Spring Valley)	Jamacha Blvd-Broadway
San Diego County	Valley Center Rd	SR 76 - City of Escondido
San Diego County	Via Rancho Parkway	Del Dios Hwy-City of Escondido
San Diego County	<b>Wildcat Canyon Rd*</b>	<b>Mapleview Street - San Vicente Rd</b>
San Diego County	Willow St	Sweetwater Rd - Bonita Rd
San Diego County	<b>Willows Road</b>	<b>I-8 - Viejas Casino</b>
San Diego County	Winter Gardens Blvd	SR67 - 2nd St.
San Marcos	Barham Dr	La Moree Rd - Los Amigos
San Marcos	Borden Rd	Las Posas Rd - Woodland Pkwy
San Marcos	Buena Creek Rd	Las Posas Rd - Sunny Vista Ln
San Marcos	Las Posas Rd	W San Marcos Blvd - W Borden Rd
San Marcos	Mission Rd	Pacific St - Barham Dr
San Marcos	Questhaven Rd	Twin Oaks Valley Rd - Rancho Santa Fe Rd
San Marcos	Rancho Santa Fe Rd	Mission Rd - Melrose Dr
San Marcos	San Marcos Blvd	Business Park Dr - Mission Rd
San Marcos	South Santa Fe Ave	Smilax Rd - Pacific St
San Marcos	Twin Oaks Valley Rd	Deer Springs Rd - Questhaven Rd
San Marcos	Woodland Pkwy	Barham Dr - El Norte Pkwy
Santee	Cuyamaca St	Mission Gorge Rd - Prospect Ave
Santee	Mission Gorge Rd	Highridge Rd - Magnolia Ave
Santee	Woodside Ave	Magnolia Ave - SR 67
Solana Beach	Coast Highway	City of Encinitas - City of Del Mar
Vista	Bobier Dr	Melrose Dr - E Vista Way
Vista	Broadway	W. Vista Way - So Santa Fe Ave
Vista	<b>Cannon Road</b>	<b>South Melrose Drive - SR 78</b>
Vista	East Vista Way	Vista Village Dr - Barsby St
Vista	Mar Vista Dr	Buena Vista Dr - SR 78
Vista	South Santa Fe Ave	Broadway - Montgomery Dr
Vista	<b>Sycamore Avenue</b>	<b>South Santa Fe Avenue - South Melrose Dr</b>
Vista	West Vista Way	Thunder Dr - Vista Village Dr

**Notes:**

~~strike through~~ - deleted from Regional Arterial System with 2030 RTP

**bold** - added to Regional Arterial System with 2030 RTP

\* included in Regional Arterial System contingent upon being designated as a 4-lane arterial by the County of San Diego.

Agenda Item # 8 available upon request.  
Please call SANDAG Staff contact Richard Chavez at 699-6989.