



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

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TO: City Managers/County CAO
 Cities/County Transportation Advisory Committee (CTAC)
 Local Agency *TransNet* Program Contacts
 Metropolitan Transit System
 North County Transit District
 Caltrans

FROM: Sookyung Kim, Financial Programming Manager

SUBJECT: 2006 Regional Transportation Improvement Program (RTIP)

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SANDAG is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP) every two years. The RTIP is a multi-year program of proposed major highway, arterial, transit, and bikeway projects, including the *TransNet* Program of Projects. The current 2004 RTIP, adopted by the SANDAG Board at its meeting in July 2004, covers the five-year period Fiscal Years 2005 through 2009 and expires October 2006.

This memo establishes the process and schedules to develop the 2006 RTIP covering the five-year period from FY 2007 through FY 2011. This biennial update includes the new federal funding from the recently-enacted Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) and the extension of the local transportation program, *TransNet*. SANDAG requests agencies to submit new projects, deletion of projects, or changes in existing programmed project scope, funding, or phasing. The Transportation Committee, at its May 19, 2006, meeting, is scheduled to release the Draft 2006 RTIP, including its conformity determination, and set June 16, 2006, to hold a public hearing. The Board adoption is scheduled for June 23, 2006. **Submission of projects through ProjectTrak, the on-line database, is mandatory** for the 2006 update.

***** THE DEADLINE FOR LOCAL AGENCY PROJECT SUBMITTALS FOR THE 2006 RTIP IS APRIL 7, 2006 *****

BACKGROUND

Federal Metropolitan Planning and Air Quality Conformity Regulations identify the required content of RTIPs and prescribe the process for air quality conformity analysis. The RTIP must include all major projects requesting certain categories of federal transportation funding or federal project approval. All regionally-significant capacity-increasing transportation projects, regardless of funding sources, must be included in the RTIP for informational purposes and incorporated into the RTIP air quality quantitative emissions analysis. The projects in the RTIP must be based upon committed or reasonable expectation of fund availability, and all projects in the first two years (FY 2007 and FY 2008) must have available or committed funding. Agencies must ensure that all project submittals have a reasonable expectation of funding in the programmed years. A major component of the RTIP includes the state and federal transportation projects adopted by the California Transportation Commission (CTC) in the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP). The state transportation projects included in the 2006 RTIP will include the 2006 STIP and SHOPP projects. The CTC is scheduled to adopt the STIP in April 2006, and the RTIP is due to the State by August 1, 2006.

The 2006 RTIP details the major projects anticipated to be initiated between July 1, 2007, and June 30, 2008 (biennial element) and a priority listing of projects for the succeeding fiscal years 2009 to 2011. Projects using the following categories of federal, state, and local funding must be included in the RTIP:

Federal Transportation Funds

1. Surface Transportation Program (STP)
2. Congestion Mitigation & Air Quality (CMAQ) Program
3. Transportation Enhancement Activities (TE) Program - Lump Sum Listing by SANDAG
4. Highway Bridge Replacement & Rehabilitation (HBRR) - Lump Sum Listing provided by Caltrans
5. Hazard Elimination Safety (STP Safety/HES) - Lump Sum Listing provided by Caltrans
6. Railroad/Highway Grade Crossing Program (Sec. 130 Rail) - Lump Sum Listing provided by Caltrans
7. Federal Lands Highways/Indian Reservation Roads - Lump Sum Listing provided by FHWA
8. Federal Demonstration/High Priority Projects
9. Federal Transit Administration Section 3037, 5307, 5309, 5310, 5311, and 5317
10. Federal Transit/Highway Discretionary Projects.

State Transportation Funds

1. 2006 STIP (Regional & Interregional Improvement Programs), FY 2007 to FY 2011 – regional program provided by SANDAG, interregional program provided by Caltrans
2. State Highway Operation & Protection Program (SHOPP), FY 2007 to FY 2011 – provided by Caltrans
3. Traffic Congestion Relief Program (TCRP) – carryover only.

Local Transportation Funds

- *TransNet* - Sales Tax Measure (current and extension).

FEDERAL PROGRAMS

Highway Bridge Replacement, Safety, and Grade Crossing Projects: Federally-funded Highway Bridge Replacement and Rehabilitation (HBRR), Hazard Elimination Safety (HES), and Railroad/Highway Grade Crossing (Sec. 130 Rail) projects are funded from a Caltrans statewide priority list. Caltrans provides a specified "Lump Sum" funding amount (no individual project listing) for these programs (except for capacity increasing bridge projects). Local agencies should contact the Caltrans Local Assistance office as needed to determine if any projects fall under any of these programs. SANDAG includes these programs as a lump sum in the RTIP.

High Priority Projects: SAFETEA-LU identified 33 projects for the San Diego area (see Table 1). In order to obligate the funds, each agency awarded High Priority funding must include the projects in the RTIP. If the earmarked project is delayed or the agency is waiting for additional sources of funding, the project does not need to be programmed during this cycle. Rather, the agency should use the amendment process to include the project once the project is ready. The sponsoring agency may program no more than 20 percent of the total project earmark per fiscal year. For example, an agency having received an earmark of \$1,000,000 in SAFTEA-LU may program \$200,000 in each fiscal year from 2005 through 2009. If FY 2007 is the first year in which the funds are programmed, then the maximum federal funding that can be programmed in FY2007 is \$600,000 (including the current year and the two previous years). Then the remaining \$400,000 would be programmed in \$200,000 increments in FY 2008 and 2009. The federal funds must be matched on an 80 percent/20 percent basis, i.e., the local match must equal 20 percent of the total amount programmed.

Surface Transportation Program (STP)/Congestion Mitigation Air Quality (CMAQ) Program: As part of the approval for the *TransNet* Plan of Finance for the Early Action Program (EAP), the Board approved committing 85 percent of available STP and CMAQ funds toward the EAP projects (December 2005). The SANDAG Board of Directors has made no determination regarding how the remaining 15 percent will be used; therefore, those funds will not be part of this programming action.

Federal Transit Administration Section 3037 (JARC) and Section 5317 (New Freedom): SAFETEA-LU expanded the Jobs Access Reverse Commute (JARC) program and created a new program, New Freedom, which supports regional transit accessibility and service to the elderly and disabled. SANDAG is awaiting the final implementation rule for these programs to incorporate into a regionwide plan. These funds will be available to transit agencies but are not available to program until the publication of the implementation rule and the subsequent SANDAG-approved regional plan.

Transportation Enhancement (TE) Activities Program: While TE is a federal program with federal requirements, this program has been incorporated as part of the State Transportation Improvement Program (STIP) described below.

STATE PROGRAMS

State Transportation Improvement Program (STIP): The 2006 Fund Estimate did not identify any additional STIP funds for the San Diego region. SANDAG has proposed programming the vast majority of these funds on ready-to-go projects such as SR 52 and other previously-programmed STIP projects. No new projects were added to the proposed STIP. SANDAG is awaiting the programming recommendations from the CTC, expected in April 2006.

State Highway Operations and Preservation Program (SHOPP): Caltrans has proposed programming over \$204 million on safety, rehabilitation, and operations projects throughout the San Diego region over the next four year SHOPP cycle. Statewide, the SHOPP program has been taking an increasingly larger share of the State Highway Account, thus leaving the STIP with fewer funds to distribute to the regions. This is expected to be exacerbated as the State's highway inventory ages and requires a significant amount of funds for rehabilitation. SHOPP funds are programmed as a lump sum item in the RTIP. Agencies do not need to submit any SHOPP-funded projects; SANDAG programs the SHOPP as a lump sum item.

Traffic Congestion Relief Program (TCRP): The Traffic Congestion Relief Program is subject to an annual state budget approval. There is no new funding, only carryover programming from previous cycles. Agencies should program the funds in the year of anticipated allocation.

Transportation Enhancement (TE) Activities Program: SANDAG incorporated the TE program as part of the region's Smart Growth Incentive Program and awarded nine projects with the TE funds. The funding availability is determined by the California Transportation Commission as part of its 2006 STIP Fund Estimate. The programming of these funds in the 2006 RTIP will be listed as a lump sum by SANDAG. Agencies do not need to submit any TE-funded projects.

***TransNet* – LOCAL STREET AND ROAD PROJECTS**

Any major project with a total cost of \$300,000 or more must be individually listed in the RTIP. SANDAG encourages agencies to aggregate individual projects costing less than \$300,000 and of a similar type of work (e.g., Minor Roadway Resurfacing) as a single line item (lump sum) as long as the type of work being proposed is consistent with the air quality exempt project classifications (see Table 2).

***TransNet* Revenue Estimates:** Table 3 shows the estimated *TransNet* revenues for each jurisdiction during the 2006 RTIP period. Note that the revenues for FY 2007 and FY 2008 are net of any debt service requirements (commercial paper or long term bonds), scheduled to be retired with the expiration of the current *TransNet* program. The estimates are for use in developing the *TransNet* project lists that will be included in the 2006 RTIP. The actual fund allocations to each agency will be based on actual monthly sales tax receipts from the State Board of Equalization with the fund distribution updated annually using current population and maintained miles data.

Public Hearing: The *TransNet* Ordinance requires each local agency to hold a public hearing prior to adoption of the list of projects to be included in the 2006 RTIP. The submittals must include evidence of formal action by the legislative bodies of the cities and the County - i.e., governing body resolution. A sample resolution meeting this requirement is provided in Attachment A. SANDAG, acting as the San Diego County Regional Transportation Commission, every two years

approves the *TransNet* Program of Projects list as an element of the RTIP. In developing and approving the list of *TransNet* projects to be included in the RTIP, each agency and SANDAG must comply with all provisions of both *TransNet* Ordinance and Expenditure Plans and any other implementing ordinances and rules as appropriate.

New Requirement Under *TransNet* Extension: One of the new requirements under the *TransNet* Extension is that at least 70 percent of the revenues available each year to local agencies must fund congestion relief projects, while up to 30 percent of the revenues may fund ongoing operations and maintenance of roadways. The Transportation Committee is scheduled to adopt the definitions for this distinction at its meeting in March. Until the definitions become final, agencies should program no more than the 30 percent share for operations, and only obvious congestion relief programs as part of the 2006 RTIP update. There will be opportunities to amend the RTIP after resolution of this issue.

ProjectTrak: Agencies must use ProjectTrak to submit projects into the 2006 RTIP.

Independent Taxpayer Oversight Committee (ITOC): The *TransNet* Extension Ordinance includes the responsibilities of the Independent Taxpayer Oversight Committee (ITOC). The primary responsibility of ITOC is to review and recommend to the Transportation Committee or the Board the projects proposed for funding with *TransNet*, beginning with FY 2009. Because this 2006 RTIP includes FY 2009 to FY 2011, the ITOC will review the proposed *TransNet* Program of Projects. Attachment B from the new Ordinance describes the role of ITOC.

Attachment C includes selected street and road related provisions from the *TransNet* Ordinance and Expenditure Plans (current and extension). Each agency should comply with these provisions as appropriate in the development of their *TransNet* funded program. Of particular note are Sections 8 and 9 related to "Maintenance of Effort," and "Private Sector Funding." Also, the SANDAG Board recently adopted a policy to implement various provisions of the Ordinances. The Policy is provided in Attachment D.

BIKEWAY PROJECTS

The Bicycle-Pedestrian Working Group develops non-motorized projects funded with either *TransNet*-Bicycle or Transportation Development Act (TDA) Bicycle programs, in a separate process. Projects funded with these programs are listed as a lump sum in the 2006 RTIP. Agencies should submit only those bike projects that are funded from other sources.

FEDERAL AIR QUALITY CONFORMITY REQUIREMENTS

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally-significant projects that increase the transportation system capacity. This includes major local and developer-funded projects, and any other state or federally-funded projects that might not otherwise appear in the RTIP, as well as new projects or major changes in project scope for existing programmed projects. **For the 2006 RTIP, agencies are required to submit specific information for all capacity increasing projects, regardless of whether the projects are continuing or new.** This level of information is necessary to provide accurate regional transportation/emissions forecast modeling. In addition to the written information, agencies are required to provide drawings (preferably before and after diagrams) for each capacity increasing

project. Projections of pollutant emissions are developed for several analysis years based upon the estimated project opening dates.

The U.S. Environmental Protection Agency's Air Quality Conformity Rule includes a list of project categories that are exempt from air quality conformity determinations or regional emissions analysis. Table 2 is a listing of the exempt project categories. These projects can be amended into the RTIP without a conformity finding or regional emissions analysis.

2006 RTIP REVIEW, ADOPTION, AND UPDATE SCHEDULE

The 2006 RTIP is due to state and federal reviewing agencies by August 1, 2006. The Transportation Committee is scheduled to hold a public hearing and distribute for review the draft RTIP, including the Air Quality Conformity, at its May 2006 meeting, with Board adoption scheduled for June 23, 2006 (see Attachment E). The deadline for local agency project submittals for the 2006 RTIP is April 7, 2006. **Projects submitted after this date will not be accepted.** If problems are anticipated in meeting this deadline, please contact me as soon as possible.

SUPPLEMENTAL INFORMATION

This will be the only memo addressing the process to develop the 2006 RTIP. SANDAG staff is available to meet with local agencies concerning the 2006 RTIP. SANDAG will hold a 2006 RTIP Workshop on February 16, 2006. Also at the January 5, 2006, meeting, SANDAG discussed the 2006 RTIP process and the proposed 2006 RTIP schedule with local agencies at the Cities/County Transportation Advisory Committee (CTAC) meeting. For your convenience, this memo, along with the tables, will be available on the SANDAG website – www.sandag.org/2006RTIP. Should you have any questions, please contact me at (619) 699-6909 or ski@sandag.org.

SK/cd

Attachments

LIST OF ATTACHMENTS

Table 1	SAFETEA-LU High Priority Project List
Table 2	Air Quality Conformity Exempt Project Categories
Table 3	<i>TransNet</i> Local Street & Road Program Revenue Forecast for FY 2007 to FY 2011
Attachment A	Sample Resolution Adopting <i>TransNet</i> Local Street & Road Project List
Attachment B	ILOC Responsibilities from the <i>TransNet</i> Ordinance and Expenditure Plans
Attachment C	Selected Excerpts from the <i>TransNet</i> Ordinance and Expenditure Plans for Local Street Program
Attachment D	<i>TransNet</i> Policy (Board Policy No. 031)
Attachment E	Proposed 2006 RTIP Schedule

Table 1

SAFETEA-LU Section 1702 - High Priority Projects - San Diego County

HPP		Sponsoring Agency	Lead Agency	Project Description	5-Year Legislative Amount	FY 2004/05		FY 2005/06		FY 2006/07		FY 2007/08		FY 2008/09	
Demo ID	No.					Allocation	OA Limitation								
CA317	90	SANDAG	City of San Diego	San Diego River Multiuse Bicycle and Pedestrian Path	400,000	80,000	68,400	80,000	68,000	80,000	68,000	80,000	68,000	80,000	68,000
CA332	260		Escondido	Escondido, CA Construction of Bear Valley Parkway, East Valley Parkway	1,600,000	320,000	273,600	320,000	272,000	320,000	272,000	320,000	272,000	320,000	272,000
CA356	450			Conduct project design and environmental analysis of Heritage Bridge on Heritage Road linking Chula Vista to Otay Mesa	2,800,000	560,000	478,800	560,000	476,000	560,000	476,000	560,000	476,000	560,000	476,000
CA366	517	Carlsbad	Carlsbad	Carlsbad, CA Construction of Poinsettia Lane	1,600,000	320,000	273,600	320,000	272,000	320,000	272,000	320,000	272,000	320,000	272,000
CA373	572		City of San Diego	Shoal Creek Pedestrian Bridge (San Diego)	1,200,000	240,000	205,200	240,000	204,000	240,000	204,000	240,000	204,000	240,000	204,000
CA380	618	Port District	SANDAG	Grade Separation at 32nd Street between I-15 and Harbor Drive, San Diego	800,000	160,000	136,800	160,000	136,000	160,000	136,000	160,000	136,000	160,000	136,000
CA384	702	City of San Diego	Caltrans	San Diego, CA Construction of the I-5 and SR 56 Connectors	6,400,000	1,280,000	1,094,400	1,280,000	1,088,000	1,280,000	1,088,000	1,280,000	1,088,000	1,280,000	1,088,000
CA393	740	SANDAG	Caltrans	Design and environmental analysis for State Route 11 connecting State Route 905 to the new East Otay Mesa Port of Entry, San Diego	800,000	160,000	136,800	160,000	136,000	160,000	136,000	160,000	136,000	160,000	136,000
CA397	866	SANDAG	Coronado	Planning, design, engineering, and construction of Naval Air Station, North Island access tunnel on SR 75-282 corridor, San Diego.	4,000,000	800,000	684,000	800,000	680,000	800,000	680,000	800,000	680,000	800,000	680,000
CA424	1134		Caltrans	Improvements to State Route 67/State Route 52 interchange.	4,000,000	800,000	684,000	800,000	680,000	800,000	680,000	800,000	680,000	800,000	680,000
CA444	1307			Construct sound barriers at the I-805/SR 54 Interchange, National City	680,000	136,000	116,280	136,000	115,600	136,000	115,600	136,000	115,600	136,000	115,600
CA475	1608	County of San Diego	County of San Diego	Project design, environmental assessment, and roadway construction of Lonestar Road from Alta Road to Enrico Fermi Drive San Diego County	400,000	80,000	68,400	80,000	68,000	80,000	68,000	80,000	68,000	80,000	68,000
CA479	1639		Caltrans	Resurface and construct truck lane at CA Hwy 94 and Interstate 8 interchange, Blvd	2,400,000	480,000	410,400	480,000	408,000	480,000	408,000	480,000	408,000	480,000	408,000
CA540	2174	City of San Diego	Center City Development Corporation	Park Boulevard-Harbor Drive Rail Grade Separation, San Diego.	800,000	160,000	136,800	160,000	136,000	160,000	136,000	160,000	136,000	160,000	136,000
CA560	2340			Construct truck ramp linking Interstate 5 to the National City Marine Cargo Terminal, National City	2,400,000	480,000	410,400	480,000	408,000	480,000	408,000	480,000	408,000	480,000	408,000
CA574	2479	SANDAG	SANDAG	Construct landscape medians along Skyline Drive from Sears Avenue to 58th Street, San Diego.	800,000	160,000	136,800	160,000	136,000	160,000	136,000	160,000	136,000	160,000	136,000
CA588	2618			Grade Separation at Cesar Chavez Parkway and Harbor Drive, San Diego	400,000	80,000	68,400	80,000	68,000	80,000	68,000	80,000	68,000	80,000	68,000
CA596	2655	SANDAG	City of San Diego	Construct truck lane from Britannia Blvd. to the Otay Mesa Port of Entry, San Diego County	1,200,000	240,000	205,200	240,000	204,000	240,000	204,000	240,000	204,000	240,000	204,000
CA603	2719	SANDAG	Caltrans	State Route 76 Road Widening, Melrose Drive to Interstate 15.	4,000,000	800,000	684,000	800,000	680,000	800,000	680,000	800,000	680,000	800,000	680,000
CA604	2735	SANDAG	Caltrans	SR 52 East Improvements (San Diego).	6,000,000	1,200,000	1,026,000	1,200,000	1,020,000	1,200,000	1,020,000	1,200,000	1,020,000	1,200,000	1,020,000
CA612	2813	SANDAG	Caltrans	Construct State Route 905 to connect the Otay Mesa Port of Entry to Interstate 805, San Diego.	12,000,000	2,400,000	2,052,000	2,400,000	2,040,000	2,400,000	2,040,000	2,400,000	2,040,000	2,400,000	2,040,000

SAFETEA-LU Section 1702 - High Priority Projects - San Diego County

HPP Demo ID	No.	Sponsoring Agency	Lead Agency	Project Description	5-Year Legislative Amount	FY 2004/05	FY 2004/05	FY 2005/06	FY 2005/06	FY 2006/07	FY 2006/07	FY 2007/08	FY 2007/08	FY 2008/09	FY 2008/09
						Allocation	OA Limitation	Allocation	Limitation	Allocation	Limitation	Allocation	Limitation	Allocation	Limitation
CA635	3067	SANDAG		Develop bicycle paths and pedestrian access to Third Avenue, Chula Vista.	240,000	48,000	41,040	48,000	40,800	48,000	40,800	48,000	40,800	48,000	40,800
CA639	3086	SANDAG	City of San Diego	San Diego, CA Interstate 5, Sorrento Valley Road and Genesee Avenue Interchange Project.	1,600,000	320,000	273,600	320,000	272,000	320,000	272,000	320,000	272,000	320,000	272,000
CA643	3120	SANDAG	Caltrans	Completion of Interstate 5 and Interstate 8 Connectors, San Diego.	4,800,000	960,000	820,800	960,000	816,000	960,000	816,000	960,000	816,000	960,000	816,000
CA653	3184	SANDAG		Construct parking facility and improve museum pedestrian access from trolley station, San Diego	800,000	160,000	136,800	160,000	136,000	160,000	136,000	160,000	136,000	160,000	136,000
CA656	3206	SANDAG	Caltrans	Interstate 5 and State Route 78 Interchange Improvements	4,000,000	800,000	684,000	800,000	680,000	800,000	680,000	800,000	680,000	800,000	680,000
CA675	3480			Construct traffic circle in San Ysidro at the intersection of Via de San Ysidro and West San Ysidro Boulevard, San Diego	240,000	48,000	41,040	48,000	40,800	48,000	40,800	48,000	40,800	48,000	40,800
CA676	3481	County of San Diego	County of San Diego	Construct and resurface unimproved roads in the Children's Village Ranch and improve access from Children's Village Ranch to Lake Morena Drive, San Diego County	800,000	160,000	136,800	160,000	136,000	160,000	136,000	160,000	136,000	160,000	136,000
CA677	3482			Project design and environmental assessment of widening and improving the interchange at "H" Street and I-5, Chula Vista	2,160,000	432,000	369,360	432,000	367,200	432,000	367,200	432,000	367,200	432,000	367,200
CA700	3776	SANDAG	City of San Diego	Construct truck lane from Britannia Blvd. to the Otay Mesa Port of Entry, San Diego County	3,000,000	600,000	513,000	600,000	510,000	600,000	510,000	600,000	510,000	600,000	510,000
CA701	3777	City of San Diego	Center City Development Corporation	Park Boulevard-Harbor Drive Rail Grade Separation, San Diego	2,000,000	400,000	342,000	400,000	340,000	400,000	340,000	400,000	340,000	400,000	340,000
CA707	3783		Caltrans	Construct 20 mile managed lanes on Interstate 15 between SR 163 and SR 78 San Diego	5,000,000	1,000,000	855,000	1,000,000	850,000	1,000,000	850,000	1,000,000	850,000	1,000,000	850,000
CA713	3789	SANDAG	Coronado	Planning, design, engineering, and construction of Naval Air Station, North Island access tunnel on SR 75-282 corridor, San Diego	5,000,000	1,000,000	855,000	1,000,000	850,000	1,000,000	850,000	1,000,000	850,000	1,000,000	850,000

NOTE: Allocations reflect 20% of the total earmark each fiscal year for programming Obligational Authority (OA) reflect 85% for authorization.

TABLE 2

PROJECTS EXEMPT FROM AIR QUALITY CONFORMITY DETERMINATION*

SAFETY	
<ul style="list-style-type: none"> - Railroad/highway crossing. - Safer non-Federal-aid systems roads. - Increasing sight distance. - Traffic control devices and operating assistance other than signalization projects. - Pavement resurfacing and/or rehabilitation. - Emergency relief (23 U.S.C. 125). - Skid treatments. - Adding medians. - Lighting improvements. - Emergency truck pullovers. 	<ul style="list-style-type: none"> - Hazard elimination program. - Shoulder improvements. - Safety Improvement program. - Railroad/highway crossing warning devices. - Guardrails, median barriers, crash cushions. - Pavement marking demonstration. - Fencing. - Safety roadside rest areas. - Truck climbing lanes outside the urbanized area. - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
MASS TRANSIT	
<ul style="list-style-type: none"> - Operating assistance to transit agencies. - Rehabilitation of transit vehicles. - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.). - Construction of small passenger shelters and information kiosks. - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way. - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of fleet. 	<ul style="list-style-type: none"> - Purchase of support vehicles. - Purchase of office, shop, and operating equipment for existing facilities. - Construction or renovation of power, signal, and communications systems. - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures). - Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.
AIR QUALITY	
<ul style="list-style-type: none"> - Continuation of ride-sharing and van-pooling promotion activities at current levels. 	<ul style="list-style-type: none"> - Bicycle and pedestrian facilities.
OTHER	
<ul style="list-style-type: none"> - Specific activities which do not involve or directly lead to construction, such as: <ul style="list-style-type: none"> Planning and technical studies. Grants for training and research programs. Planning activities conducted pursuant to titles 23 and 49 U.S.C. Federal-aid systems revisions. - Sign removal. - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities). 	<ul style="list-style-type: none"> - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action. - Noise attenuation. - Emergency or hardship advance land acquisitions (23 CFR 710.204(d)). - Acquisition of scenic easements. - Plantings, landscaping, etc. - Directional and informational signs. - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.
ALL PROJECTS	

PROJECTS EXEMPT FROM REGIONAL EMISSIONS ANALYSIS*

- Intersection channelization projects
- Intersection signalization projects at individual intersections
- Interchange reconfiguration projects
- Changes in vertical and horizontal alignment

*Source: Part II Environmental Protection Agency 40 CFR Parts 51 & 93 Transportation Conformity Rule, as amended, July 1, 2004.

Table 3
TransNet Revenue Forecasts - Local Street and Road Program
For Fiscal Years 2007 Through 2011
(in \$000s)

2/13/06

Jurisdiction	Jan. 2005	Sept 2005	TransNet		TransNet Extension			5-Year Total
	Total Population	Maintained Mileage	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	
Carlsbad	95,146	276.0	\$2,871	\$3,028	\$2,750	\$2,922	\$3,060	\$14,631
Chula Vista	217,543	383.0	\$5,551	\$5,857	\$5,315	\$5,651	\$5,919	\$28,293
Coronado	26,973	42.5	\$713	\$750	\$685	\$725	\$757	\$3,630
Del Mar	4,543	22.4	\$220	\$230	\$213	\$223	\$231	\$1,117
El Cajon	97,703	191.5	\$2,028	\$2,265	\$2,486	\$2,641	\$2,765	\$12,185
Encinitas	62,774	162.4	\$1,836	\$1,935	\$1,759	\$1,868	\$1,955	\$9,354
Escondido	141,350	287.7	\$3,773	\$3,980	\$3,613	\$3,840	\$4,022	\$19,229
Imperial Beach	27,710	56.7	\$781	\$822	\$750	\$794	\$830	\$3,976
La Mesa	55,983	147.5	\$1,100	\$1,281	\$1,584	\$1,682	\$1,760	\$7,407
Lemon Grove	25,531	64.3	\$770	\$810	\$739	\$783	\$818	\$3,919
National City	63,773	100.7	\$411	\$532	\$1,551	\$1,647	\$1,723	\$5,864
Oceanside	175,085	424.4	\$4,922	\$5,193	\$4,712	\$5,010	\$5,247	\$25,084
Poway	50,675	180.5	\$1,338	\$1,486	\$1,610	\$1,710	\$1,789	\$7,933
San Diego	1,305,736	2,659.7	\$29,116	\$34,020	\$32,971	\$35,070	\$36,748	\$167,926
San Marcos	73,054	173.1	\$2,067	\$2,180	\$1,981	\$2,104	\$2,202	\$10,533
Santee	54,476	118.7	\$755	\$962	\$1,452	\$1,541	\$1,612	\$6,323
Solana Beach	13,400	47.9	\$482	\$506	\$463	\$490	\$511	\$2,452
Vista	94,109	170.8	\$1,487	\$1,781	\$2,346	\$2,493	\$2,610	\$10,716
County	465,716	1,889.4	\$13,468	\$14,759	\$15,236	\$16,204	\$16,978	\$76,646
Subtotal Street & Road	3,051,280	7,399.3	\$73,689	\$82,377	\$82,215	\$87,398	\$91,538	\$417,217
Local EMP*					\$5,085	\$5,406	\$5,662	\$16,154
Local Smart Growth*					<u>\$5,933</u>	<u>\$6,307</u>	<u>\$6,606</u>	<u>\$18,846</u>
Total Local System Improvements					\$93,234	\$99,111	\$103,806	\$296,150

*EMP to be distributed on a project by project basis through the RTIP; Smart Growth to be allocated based on Call for Projects process.

1. Forecast based upon updated SANDAG Demographic & Economic Forecasting Model (DEFM) estimates from March 2005
2. Table based on the Ordinance and Expenditure Plan for 1987 Proposition A and 2004 Extension
3. Local street and road revenues apportioned by the following formula: (a) each agency receives \$50,000 annual funding base; (b) remaining revenues are distributed on a formula (2/3 population, and 1/3 maintained miles)
4. Local agency population from Dept. of Finance (DOF) estimates - January 2005
5. Maintained mileage from the 2004 California Public Road Data by Caltrans (September 2005)
6. **Table reflects revenue estimates for planning purposes only.** Fund allocations will be based on actual sales tax monthly receipts from the State Board of Equalization
7. Revenues are net of commercial paper repayment and bond debt service payments under current TransNet (FY 2007 and FY 2008).

ATTACHMENT A

***** SAMPLE RESOLUTION *****

**RESOLUTION OF THE CITY/COUNTY OF []
ADOPTING THE *TRANSNET*
LOCAL STREET AND ROAD PROGRAM OF PROJECTS
FOR FISCAL YEARS _____ THROUGH**

WHEREAS, on November 3, 1987, the voters of San Diego County approved the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (87-01); and

WHEREAS, on November 4 2004, the voters of San Diego County approved the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (04-01) extension; and

WHEREAS, the both Ordinances provide that SANDAG, acting as the Regional Transportation Commission, shall approve a multi-year program of projects submitted by local jurisdictions identifying those transportation project eligible to use transportation sales tax (*TransNet*) funds; and

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

WHEREAS, the City/County of [] has held a public hearing in accordance with Section 5(A) of both Ordinances; **NOW THEREFORE**

BE IT RESOLVED that pursuant to Section 8 of both *TransNet* Ordinances, the City/County of [] certifies that the required minimum annual level of local discretionary funds to be expended for street and road purposes will be met throughout the 5-year period consistent with Maintenance of Effort Requirements adopted by the SANDAG Commission on June 24, 1988 and on May 28, 2004.

BE IT FURTHER RESOLVED that pursuant to Section 9 of the *TransNet* Ordinance, the City/County of [] certifies that *TransNet* funds programmed in the attached Program of Projects do not replace private developer funding which has been or will be committed for any project.

BE IT FURTHER RESOLVED that pursuant to Section 9a of the *TransNet* extension Ordinance, the City/County of [] certifies that the agency will extract \$2,000 from the private sector for each newly constructed residential housing unit in that jurisdiction to the Regional Transportation Congestion Improvement Program (RTCIP).

BE IT FURTHER RESOLVED that pursuant to Section 16 of the *TransNet* Ordinance 87-01 and Section 18 of Ordinance 04-01, the City/County of [] certifies that each project of \$250,000 or more will be clearly designated during construction with *TransNet* project funding identification signs.

BE IT FURTHER RESOLVED that the City/County of [] does hereby certify that all other applicable provisions of the *TransNet* Ordinances 87-01 and 04-01 have been met.

BE IT FURTHER RESOLVED that the City/County of [] agrees to hold harmless and defend the SANDAG Commission against challenges related to local *TransNet* funded projects.

PASSED AND ADOPTED by the City/County of [] on the ____day of _____, 2006.

ATTACHMENT B

***** Note: Contains Selected ITOC Provisions Only! *****

PROPOSITION A: SAN DIEGO TRANSPORTATION IMPROVEMENT PROGRAM

May 23, 2004

SECTION 11. INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE:

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

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

Purpose of the ITOC

The Independent Taxpayer Oversight Committee (ITOC) is intended to provide an increased level of accountability for expenditures made under the *TransNet Extension*, in addition to the independent annual fiscal and compliance audits required under the existing *TransNet* program. The ITOC should function in an independent, open and transparent manner to ensure that all voter mandates are carried out as required in the Ordinance and Expenditure Plan, and to develop positive, constructive recommendations for improvements and enhancements to the financial integrity and performance of the *TransNet* program.

ITOC Responsibilities

The ITOC shall have the following responsibilities:

1. Conduct an annual fiscal and compliance audit of all TransNet-funded activities using the services of an independent fiscal auditor to assure compliance with the voter-approved Ordinance and Expenditure Plan. This annual audit will cover all recipients of TransNet funds during the fiscal year and will evaluate compliance with the maintenance of effort requirement and any other applicable requirements. The audits will identify expenditures made for each

project in the prior fiscal year and will include the accumulated expenses and revenues for ongoing, multi-year projects.

2. Prepare an annual report to the SANDAG Board of Directors presenting the results of the annual audit process. The report should include an assessment of the consistency of the expenditures of *TransNet* funds with the Ordinance and Expenditure Plan and any recommendations for improving the financial operation and integrity of the program for consideration by the SANDAG Board of Directors. This consistency evaluation will include a review of expenditures by project type for each local jurisdiction. The ITOC shall share the initial findings of the independent fiscal audits and its recommendations with the SANDAG Transportation Committee 60 days prior to their release to resolve inconsistencies and technical issues related to the ITOC's draft report and recommendations. Once this review has taken place, the ITOC shall make any final amendments it deems appropriate to its report and recommendations, and adopt its report for submission directly to the SANDAG Board of Directors and the public. The ITOC shall strive to be as objective and accurate as possible in whatever final report it adopts. Upon completion by the ITOC, the report shall be presented to the SANDAG Board of Directors at its next regular meeting and shall be made available to the public.
3. Conduct triennial performance audits of SANDAG and other agencies involved in the implementation of TransNet-funded projects and programs to review project delivery, cost control, schedule adherence and related activities. The review should include consideration of changes to contracting, construction, permitting and related processes that could improve the efficiency and effectiveness of the expenditure of TransNet revenues. These performance audits shall be conducted using the services of an independent performance auditor and should include a review of the ITOC's performance. A draft of the ITOC's report and recommendations regarding the performance audits shall be made available to the SANDAG Transportation Committee at least 60 days before its final adoption by the ITOC to resolve inconsistencies and technical issues related to the ITOC's draft report and recommendations. Once this review has taken place, the ITOC shall make any final amendments it deems appropriate to its report and related recommendations, and adopt its report for presentation directly to the SANDAG Board of Directors and the public. The ITOC shall strive to be as objective and constructive as possible in the text and presentation of the performance audits. Upon completion by the ITOC, the report shall be presented to the SANDAG Board of Directors at its next regular meeting and shall be made available to the public.
4. Provide recommendations to the SANDAG Board of Directors regarding any proposed amendments to the Ordinance and Expenditure Plan.
5. Provide recommendations as part of the 10-year review process. This process provides an opportunity to undertake a comprehensive review of the TransNet program every 10 years and to make recommendations for improving the program over the subsequent 10 years. This review process should take into consideration the results of the TransNet-funded improvements as compared to the performance standards established through the Regional Transportation Plan and the Regional Comprehensive Plan.
6. Participate in the ongoing refinement of SANDAG's transportation system performance measurement process and the project evaluation criteria used in development of the Regional Transportation Plan (RTP) and in prioritizing projects for funding in the Regional Transportation Improvement Program. The focus of this effort will be on TransNet-funded projects. Based on the periodic updates to the RTP, as required by state and federal law, the oversight committee

shall develop a report to the SANDAG Transportation Committee, the SANDAG Board of Directors and the public providing recommendations for possible improvements and modifications to the TransNet program.

7. On an annual basis, review ongoing SANDAG system performance evaluations, including SANDAG's "State of the Commute" report, and provide an independent analysis of information included in that report. This evaluation process is expected to include such factors as level of service measurements by roadway segment and by time of day, throughput in major travel corridors, and travel time comparisons by mode between major trip origins and destinations. Such information will be used as a tool in the RTP development process.
8. Review and comment on the programming of *TransNet* revenues in the Regional Transportation Improvement Program (RTIP). This provides an opportunity for the ITOC to raise concerns regarding the eligibility of projects proposed for funding before any expenditures are made. In addition to a general eligibility review, this effort should focus on significant cost increases and/or scope changes on the major corridor projects identified in the Ordinance and Expenditure Plan.
9. Review proposed debt financings to ensure that the benefits of the proposed financing for accelerating project delivery, avoiding future cost escalation, and related factors exceed issuance and interest costs.
10. Review the major Congestion Relief projects identified in the Ordinance for performance in terms of cost control and schedule adherence on a quarterly basis. In carrying out its responsibilities, the ITOC shall conduct its reviews in such a manner that does not cause unnecessary project delays, while providing sufficient time to ensure that adequate analysis can be completed to allow the ITOC to make objective recommendations and to provide the public with information about the implementation of the *TransNet* program.

ATTACHMENT C

***** Note: Contains Selected Street & Road Provisions Only! *****

PROPOSITION A: SAN DIEGO TRANSPORTATION IMPROVEMENT PROGRAM

July 31, 1987

San Diego Transportation Improvement Program Ordinance and Expenditure Plan (87-01)

SECTION 2. EXPENDITURE PLAN SUMMARY

- D. Local Street and Road Improvements. One-third of the available revenues (estimated \$750 million) will be allocated on a fair and equitable formula basis (Section 4(c)) to each city and the County of San Diego (hereinafter referred to as local agencies) to supplement existing local revenues. The revenues will be used to repair and rehabilitate existing roadways, to reduce congestion and improve safety, and to provide for the construction of needed facilities. Each local agency will prepare a listing of the projects proposed for funding through the measure with public participation required.

SECTION 4. EXPENDITURE PLAN PURPOSES

- C. The revenues available for local street and road purposes shall be allocated and expended pursuant to the following distribution formula and priorities:
1. Each local agency shall receive an annual base sum of \$50,000.
 2. The remaining revenues after the base sum distribution shall be distributed to each local agency on the following basis:
 - a. Two-thirds based on total population using the most recent Department Of Finance population estimates.
 - b. One-third based on maintained street and road mileage.
 3. For the purposes of Section 4C (1) and (2), any new incorporations or annexations which take place after July 1 of any fiscal year shall be incorporated into the formula beginning with the subsequent fiscal year. The San Diego Association of Governments population estimates of such new incorporations or annexations shall be used until such time as Department of Finance population estimates are available.
 4. Funds shall be expended in accordance with the following priorities:
 - a. to repair and rehabilitate existing roadways;
 - b. to reduce congestion and improve safety;
 - c. to provide for the construction of needed facilities.

SECTION 5. EXPENDITURE PLAN PROCEDURES

- A. Each local agency shall annually develop a five-year list of projects to be funded with revenues made available under Section 4(C). A local public hearing on the proposed list of projects shall be held by each local agency prior to submitting the project list to the Commission for approval pursuant to Section 6. *[Note: To be consistent with current State and federal laws and regulations, the program submittal requirement has been changed to be submitted every two years.]*

SECTION 6. PROJECT PROGRAMMING APPROVE

The Commission shall annually approve a five-year project list and a biennial program of projects to be funded during the succeeding two fiscal years with all revenues made available under Section 4(A) herein. The program of projects will be prepared as part of the five-year Regional Transportation Improvement Program. A public hearing will be held prior to approval of the program of projects. The Commission may amend the program as necessary in accordance with the Regional Transportation Improvement Program amendment procedures. No major projects shall be funded with the revenues made available under Section 4(A) unless the projects are in the approved program of projects. *[Note: To be consistent with current State and federal laws and regulations, the programming requirement has been changed to be adopted every two years.]*

SECTION 8. MAINTENANCE OF EFFORT

It is the intent of the Legislature and the Commission that revenues provided from this measure be used to supplement existing local revenues being used for the purposes set forth in Section 4 herein. Each local agency receiving revenues pursuant to Section 4(C) shall annually maintain as a minimum the same level of local discretionary funds expended for street and road purposes as was reported in the State Controller's Annual Report of Financial Transactions for Streets and Roads - Fiscal Year 1984-85. If any local agency had extraordinary local discretionary fund expenditures during FY 1984-85, it may use, as a base for determining the minimum level of local discretionary funds, the average amount of such funds reported to the State Controller for the three-year period FY1982-83 through FY1984-85. The use of a three-year average for the base period shall be subject to Commission approval. The Commission shall not allocate any revenues pursuant to Section 4(C) to any eligible local agency in any fiscal year until that local agency has certified to the Commission that it will include in its budget for that fiscal year an amount of local discretionary funding for streets and roads purposes at least equal to the minimum maintenance of effort requirement. An annual independent audit shall be conducted to verify that the Maintenance of Effort requirements were met. Any local agency which does not meet its Maintenance of Effort requirement in any given year shall have its funding under Section 4(C) reduced in the following year by the amount by which the agency did not meet its required Maintenance of Effort level. Any local street and road revenues not allocated pursuant to the Maintenance of Effort requirement shall be redistributed to the remaining eligible agencies according to the formula described in Section 4(C)2. The Maintenance of Effort requirement also shall apply to any local agency discretionary funds being used for the purposes specified under Section 4(B) and (D).

SECTION 9. PRIVATE SECTOR FUNDING

Revenues provided from this measure shall not be used to replace private developer funding which has been or will be committed for any project.

SECTION 12. ESTABLISHMENT OF SEPARATE ACCOUNTS

Each agency receiving funds pursuant to Section 4 shall deposit said funds in a separate Transportation Improvement Account. Interest earned on funds allocated pursuant to this Ordinance shall be expended only for those purposes for which the funds were allocated.

SECTION 16. DESIGNATION OF FACILITIES

Each project or program in excess of \$250,000 funded in whole or in part by revenues from the measure shall be clearly designated during its construction or implementation as being provided by revenues from the measure.

SECTION 19. DEFINITIONS

- E. Local Streets and Roads: Means all purposes necessary and convenient to the maintenance, operation and construction of local streets and roads. Local street and road purposes shall include all purposes allowable under Article XIX, Section 1 (a) of the State Constitution. *[Note: The State Controller's list of eligible gas tax expenditures provides the basis for determining TransNet local street and road project eligibility.]*

**PROPOSITION A:
SAN DIEGO TRANSPORTATION IMPROVEMENT PROGRAM**

***** Note: Contains Selected Street & Road Provisions Only! *****

May 23, 2006

**San Diego Transportation Improvement Program Ordinance and Expenditure Plan
(04-01)**

SECTION 2 EXPENDITURE PLAN SUMMARY

C Congestion Relief Program - Local System Improvements and Related Programs:

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

SECTION 4 EXPENDITURE PLAN PURPOSES

D Thirty-three percent for the Local Programs described in Section 2(C) in the following three categories:

1. Twenty-nine and one-tenth percent for the local street and road program described in Section 2(C)(1). The revenues available for the local street and road program shall be allocated and expended pursuant to the following distribution formula:

- a) Each local agency shall receive an annual base sum of \$50,000.
- b) The remaining revenues after the base sum distribution shall be distributed to the each local agency on the following basis:
 1. Two-thirds based on total population using the most recent Department of Finance population estimates.
 2. One-third based on maintained street and road mileage.
- c) For the purposes of Section 4D(1)(a) and (b), any new incorporations or annexations which take place after July 1 of any fiscal year shall be incorporated into the formula beginning with the subsequent fiscal year. The San Diego Association of Governments population estimates of such new incorporations or annexations shall be used until such time as Department of Finance population estimates are available.

SECTION 5. EXPENDITURE PLAN PROCEDURES:

1. Each local agency shall biennially develop a five-year list of projects to be funded with revenues made available for local street and road improvements under Section 4(D). A local public hearing on the proposed list of projects shall be held by each local agency prior to submitting its project list to the Commission for approval pursuant to Section 6.
2. All projects to be funded with revenues made available under Section 4 must be consistent with the Regional Transportation Plan (RTP). Project priorities or phasing shall also be consistent with the RTP. The Expenditure Plan shall be reviewed for consistency with RTP following each major update of the RTP as required by state or federal law. The Expenditure Plan shall be amended as necessary to maintain consistency with the Regional Transportation Plan. If funds become available in excess of the amount allocated in the Expenditure Plan, additional projects shall be added to the Expenditure Plan consistent with the priorities in the Regional Transportation Plan. Any amendments to the Expenditure Plan shall be made in accordance with the procedures for amending this ordinance as provided for in Section 16.
3. In the allocation of all revenues made available under Section 4, the Commission shall make every effort to maximize state and federal transportation funding to the region. The Commission may amend the Expenditure Plan, in accordance with Section 16, as needed to maximize the transportation funding to the San Diego region.

SECTION 6. PROJECT PROGRAMMING APPROVAL:

The Commission shall biennially approve a five year project list and a biennial program of projects to be funded during the succeeding two fiscal years with the revenues made available under Section 4 herein. The program of projects will be prepared as a part of the Regional Transportation Improvement Program (RTIP) process as required by state and federal law. A public hearing will be held prior to approval of the program of projects. The Commission may amend the program of projects as necessary in accordance with the RTIP amendment procedures. Projects shall not be funded with the revenues made available under Section 4 unless the projects are in the approved program of projects.

SECTION 8. MAINTENANCE OF EFFORT:

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

SECTION 9. REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (RTCIP):

A. New Development Exactions

Starting on July 1, 2008, each local agency in the San Diego region shall contribute \$2,000 in exactions from the private sector, for each newly constructed residential housing unit in that jurisdiction to the RTCIP. These exactions shall ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements, as defined in San Diego Association of Governments' (SANDAG's) most recent, adopted Regional Transportation Plan. New residential housing units constructed for extremely low, very-low, low, and moderate income households, as defined in California Health and Safety Code Sections 50105, 50106, 50079.5 and 50093, will be exempted from the \$2,000 per unit contribution requirement. The amount of contribution shall be increased annually, in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index published by the Engineering News Record or similar cost of construction index. Each local agency shall establish an impact fee or other revenue Funding Program by which it collects and funds its contribution to the RTCIP. Each local agency shall be responsible for establishing a procedure for providing its monetary contribution to the RTCIP. The RTCIP revenue will

be used to construct improvements on the Regional Arterial System such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for regional express bus and rail transit. This action is predicated on the desire to establish a uniform mitigation program that will mitigate the regional transportation impacts of new development on the Arterial system. While the RTCIP cannot and should not fund all necessary regional transportation network components and improvements, the RTCIP will establish a new revenue source that ensures future development will contribute its pro rata share towards addressing the impacts of new growth on regional transportation infrastructure.

SECTION 13. ESTABLISHMENT OF SEPARATE ACCOUNTS:

Each agency receiving funds pursuant to Section 4 shall have its funds deposited in a separate Transportation Improvement Account. Interest earned on funds allocated pursuant to this Ordinance shall be expended only for those purposes for which the funds were allocated.

SECTION 18. DESIGNATION OF FACILITIES:

Each project or program in excess of \$250,000 funded in whole or in part by revenues from this Ordinance shall be clearly designated during its construction or implementation as being provided by revenues from this Ordinance.

SECTION 21: DEFINITIONS

- C. *Local Streets and Roads.* Means all purposes necessary and convenient for the purposes as described in Section 2(C)(1).



***TransNet* ORDINANCE AND EXPENDITURE PLAN POLICIES**

The following policies have been adopted and amended by the SANDAG Board of Directors in its role as the San Diego County Regional Transportation Commission (RTC). The purpose of these policies is to implement the provisions of the original *TransNet* Ordinance (87-1) and the *TransNet* Extension Ordinance (04-01).

Policy #1: Procedure for Distribution of Revenues for Transportation Services for Seniors and the Disabled

Adoption Date: February 26, 1988 (Resolution RC88-2)

Amendment: Repealed at November 18, 2005, Board Meeting. This policy was superseded by Policy No. 11.

Policy #2: Loan of Funds for Privately-Funded Projects

Adoption Date: April 22, 1988 (Resolution RC88-5)

Amendment: Amended at November 18, 2005, Board Meeting.

Policy Text: The Commission may approve a loan of sales tax funds to a city or county from its formula-based share of Local Street and Road funds to finance a project which is prohibited from receiving funding under Section 9 of Commission Ordinance 87-1 or Section 8 of Ordinance 04-01 if the following terms and conditions are met.

1. A finding is made by the Commission that absent private sector funding, the project would be an eligible street and road project.
2. The City or County agrees to enter into an agreement to repay the loan plus interest (at a rate determined by the Commission) prior to the termination of the sales tax in accordance with Section 3 of Commission Ordinance 87-1 or Section 3 of Ordinance 04-01.
3. That the City or County agrees to guarantee repayment of the loan if private developer funding is determined to be inadequate to repay the loan prior to termination of the sales tax.

Policy # 3: Reimbursement of Local Funds to Advance Approved Projects

Adoption Date: May 27, 1988 (Resolution RC88-6)

Amendment: Amended at November 18, 2005, Board Meeting.

Policy Text: A city or county may advance improvements on a project(s) which is included in the approved transportation sales tax Program of Projects with local agency funds (other than private developer funds as set forth in Section 9 of Ordinance 87-1 or Section 8 of Ordinance 04-01) prior to sales tax funds being available and receive reimbursement including interest from sales tax funds if it is determined by the Commission that the following terms and conditions are met.

1. The project(s) is included in the approved transportation sales tax Program of Projects, and no other financing technique is found to be more desirable or cost effective to utilize in order to advance the improvement.
2. The city or county shall be reimbursed for the local funds expended as soon as sales tax funds become available, or on a schedule agreed to between the local agency and the Commission.
3. That no more than 30% of the funds will be used for maintenance projects if the funds are borrowed from *TransNet* revenues pursuant to Section 2(C)(1) of Ordinance 04-01.

Policy #4: SR 78 Corridor Reserve Fund Allocation Policies

Adoption Date: Originally Adopted May 26, 1989 (Resolution R-89-82)
Wording changed December 14, 1990 (Resolution RC91-10)

Amendment: Amended at November 18, 2005, Board Meeting.

Policy Text: For purposes of allocating funds under Section 2(a)(3) in Ordinance 87-1:

1. Only those projects designated as "funded" on the SR 78 Corridor project list approved on December 13, 1990 by the SR 78 Corridor Policy Committee are eligible to receive SR 78 Corridor Reserve Funds.
2. The list of SR 78 Corridor projects and their priority and funding eligibility may be revised by a majority vote of the SR 78 Corridor Policy Committee and the approval of the Board of Directors.
3. The basic contribution for a non-Caltrans project on the SR 78 Corridor Reserve funded list is 50 percent of the estimated right-of-way, engineering, and construction costs. However, the total amount of Corridor Reserve Funds designated for projects within one jurisdiction may be allocated to vary from the basic 50 percent for any given project as long

as the cumulative total for programmed projects at any point in time does not exceed 50 percent.

4. The basic contribution for a Caltrans project on the SR 78 Corridor Reserve funded list is 100 percent of the estimated right-of-way, engineering, and construction costs.
5. Contributions from the SR 78 Corridor Reserve Fund to any one jurisdiction cannot exceed 50 percent (100 percent for Caltrans) of the project cost estimates shown on the approved funded list of December 13, 1990. If actual project costs are less than estimated, a maximum contribution of 50 percent (100 percent for Caltrans) of the new costs shall be in effect.
6. A project that for any reason is removed from the funded list can only be replaced by the next highest ranked unfunded project (or projects), regardless of jurisdiction and only if the funded list of projects does not exceed the total Corridor Reserve dollars available. As with other funded projects, Corridor Reserve funds can only be used to improve the replacement project(s) to minimal four-lane standards (six lanes at freeway interchanges).

Added June 22, 1990 (Resolution RC90-40):

7. SR 78 Corridor Reserve funds for right-of-way will not be encumbered until a project has environmental clearance and the first 25 percent of the total value of the right-of-way is acquired. When a total of 75 percent of the right-of-way has been acquired, the construction funds will be encumbered at the request of the agency.

Added December 14, 1990 (Resolution RC91-10):

8. All agencies submitting projects from the SR 78 Corridor Funded Project List for programming are encouraged to pursue matching funds from the State's SB 300 program.

Added February 22, 1991 (Resolution RC91-13):

9. Any new source of state highway funds for the San Diego region should be considered for allocation to the *TransNet* SR 78 Corridor Reserve to offset local funds which were used for projects which are normally the responsibility of the State, such as freeway-freeway interchange improvements and ramp metering systems.

Policy # 5: Use of Local Street and Road *TransNet* Funds for the Development of Transportation Demand Management Programs

Adoption Date: August 25, 1989 (Resolution RC90-23)

Amendment: Amended at November 18, 2005, Board Meeting.

Policy Text: The development and implementation of a Transportation Demand Management Program shall be an eligible use of Local Street and Road funds pursuant to Section 19(E) of Ordinance 87-1 and Section 21(c) of Ordinance 04-01. Transportation Demand Management shall mean a comprehensive set of strategies designed to influence travel behavior with respect to mode, time, frequency, route, or distance in order to improve the efficiency and effectiveness of local streets and roads. Principal strategy measures involve, but are not limited to, ridesharing, alternative work hours, and parking management.

Policy # 6: Fund Accounting and Interest Allocation

Adoption Date: March 23, 1990 (Resolution RC90-35)

Amendment: Amended at November 18, 2005, Board Meeting.

Policy Text: For the purposes of determining compliance with Section 12 of Ordinance 87-1 and Section 13 of Ordinance 04-01, each agency shall maintain a separate fund (fund accounting) for *TransNet* revenues, if possible. Where the creation of a separate fund is not possible due to accounting methodology used by the agency, an alternative approach to maintaining separate accountability for *TransNet* revenue and expenditures must be developed and submitted to the Commission staff for concurrence. Interest earned on *TransNet* revenues received by the agency must be allocated to the *TransNet* fund and used only for projects approved by the Commission in the Program of Projects. For accounting purposes, the interest earnings shall be considered to be expended first. Further, the Ordinances allow the agencies to retain any unused *TransNet* funds. Interest accrued should be applied to each active project that carries an outstanding balance. The agency can determine the method of the interest distribution to be validated by the audit.

Policy # 7: Program of Projects Amendments

Adoption Date: March 23, 1990 (Resolution RC90-35)

Amendment: Amended at November 18, 2005, Board Meeting.

Policy Text: A Program of Projects amendment shall be initiated when a local agency desires to add a new project to the approved Program of Projects, to drop an approved project in its entirety, or to change the *TransNet* funds programmed for a project by \$2 million or 10% of total project, whichever is less. The amendment must be approved by the Commission prior to the expenditure of funds on the new or amended projects.

Policy # 8: Determination of New Transit Services

Adoption Date: March 23, 1990 (Resolution RC90-35)

Amendment: Amended at November 18, 2005, Board Meeting.

Policy Text: For the purpose of determining compliance with Section 4(B)(2)(c) of Ordinance 87-1, the level of service provided in FY 1988 shall be considered at the base level of service in existence prior to the availability of *TransNet* revenues which must be maintained through other funding sources. Compliance with the “new” service requirement shall be determined using the following procedure:

1. Determine the number of vehicle service miles operated during the fiscal year using *TransNet* revenues for any given operator by dividing the *TransNet* revenues for operations by the total system-wide operating cost for that operator and multiplying the total vehicle service miles operated by the quotient.
2. Subtract the number of miles determined in Step 1 from the total system vehicle service miles operated during the year.
3. If the adjusted number of miles from Step 2 is greater than or equal to they FY 1988 base level, then the compliance test is met.
4. The attached table of base statistics from FY 1988 (Attachment 1) will be used to determine compliance. These figures reflect all publicly-funded operators within the MTDB (MTS) and NSDCTDB (NCTD) service areas (Articles 4, 4.5, and 8) because *TransNet* revenues could potentially be used by the operators to fund service improvements on any of these systems.

Policy # 9: Use of *TransNet* Revenue for Bus Purchases

Adoption Date: March 23, 1990 (Resolution RC90-35)

Amendment: Amended at November 18, 2005, Board Meeting.

Policy Text: *TransNet* revenues may be used to support the purchase of buses required to operate new services funded with *TransNet* revenues. The number of buses which can be purchased with *TransNet* revenues shall be determined using the following procedures.

1. Determine the number of annual new vehicle service miles service being operated in accordance with Policy Number 8 – Determination of New Transit Services.
2. Divide the number of new miles of service by the system-wide average annual vehicle services miles per bus for a given operator to determine the equivalent number of buses required to operate the new service. Round up to the nearest whole number of bus equivalents.

The *TransNet* revenues used for bus purchases shall come out of the revenues available under Section 4(B)(2)(c) of Ordinance 87-1. The use of *TransNet* revenues for bus purchases shall be used to the maximum extent possible as matching funds for available state and federal capital funds. If, at some point in the future, the number of buses purchased with *TransNet* revenues cannot be justified based on the number of new miles being operated with *TransNet* revenues, then a pro-rated reimbursement to the *TransNet* fund will be required based on the remaining useful life of the vehicles. *TransNet* revenues may not be used to support the purchase of replacement buses for the "existing" (FY 1988) level of service. Any buses purchases with *TransNet* revenues will remain under the ownership of MTDB (MTS) or NSDCTDB (NCTD) and be made available to the operator chosen to operate the new services.

Policy #10: Use of *TransNet* Revenues to Replace Reduced State and Federal Operating Support

Adoption Date: March 23, 1990 (Resolution RC90-35)

Amendment: Amended at November 18, 2005, Board Meeting.

Policy Text: For purposes of determining compliance with Section 4(B)(2)(c) of Ordinance 87-1, the maximum amount of *TransNet* funds that MTDB (MTS) or NSDCTDB (NCTD) are eligible to use to replace federal funds in a given year is equal to the FY 1987 base year levels of federal and state operating support (\$6,113,307 for MTS and \$2,511,816 for NCTD) less the amount of state and federal operating support available in that year. The priority on the use of funds under this section is to provide new service improvements. MTS and NCTD are encouraged to use other available revenues, such as Transportation Development Act (TDA) funds, to offset reductions in state and federal funds, if possible, and to use *TransNet* funds under these sections for new service improvements.

Policy #11: Use of *TransNet* Revenues for Transportation Services for Seniors and the Disabled

Adoption Date: March 23, 1990 (Resolution RC90-35)

Amendment: Amended at November 18, 2005, Board Meeting

Policy Text: The funds made available under Section 4(B)(1) of Ordinance 87-1 or Section 4(c)(1) of Ordinance 04-01 for improved transportation services for seniors and the disabled shall be used to augment the revenues made available under the Transportation Development Act (TDA) Article 4.5 program for the same purposes. These *TransNet* funds shall be allocated to eligible service providers using the fund distribution formula approved by the SANDAG Board of Directors for use in distributing the TDA Article 4.5 funds. For accounting purposes, following the expenditure of fare revenues and other local and other local operating revenues, the interest earnings on the *TransNet* and TDA

funds shall be considered to be spent first, followed by the *TransNet* funds, then the TDA funds.

Policy #12: Use of *TransNet* Revenues for Accessibility Improvements

Adoption Date: March 23, 1990 (Resolution RC90-35)

Policy Text: In the development of *TransNet*-funded local street and road projects, local jurisdictions may include, within the street right-of-way, improvements to enhance accessibility to the transportation system, including, but not limited to, accessibility improvements to bus stop areas.

Policy #13: Investment Policy

Adoption Date: July 27, 1990 (Resolution RC91-2)

Amendment: Repealed at November 18, 2005, Board Meeting. This policy has been superseded by the Annual Investment Policy Update (see Resolution 2006-06 approved at the September 23, 2005, SANDAG Board of Directors meeting).

Policy #14: Capital Equipment Acquisition Loans to SANDAG

Adoption Date: November 16, 1990 (Resolution RC91-6)

Policy Text: The loan of unused administrative allocations from *TransNet* funds to SANDAG for the purpose of acquiring office and computer equipment is authorized when lower cost financing is not available. The repayment schedule shall be based upon funding authorized in the SANDAG-approved budget and will include interest at a rate equal to the interest earning rate of the San Diego County Pooled Money Fund.

Policy #15: Local Agency Hold Harmless Agreements

Adoption Date: October 25, 1992 (Resolution RC92-7)

Policy Text: Each local agency shall be required to hold harmless and defend the Commission against challenges related to local *TransNet* projects. This policy is to be implemented by requiring that each local agency agree in its resolution approving its projects for *TransNet* funding to hold the Commission harmless.

Policy #16: Repayment of Commercial Paper Program Proceeds

Adoption Date: September 23, 2005

Amendment: Amended at November 18, 2005, Board Meeting.

Policy Text: Each agency receiving proceeds from the *TransNet* Commercial Paper Program shall be responsible for its proportionate share of the ongoing interest and related administrative costs from the date the proceeds are received until the principal amount of the loan is fully repaid. Repayment of the principal amount shall commence within three years of the agency's receipt of the proceeds and shall be completed within five years of the agency's receipt of the proceeds. Repayment of the proceeds may be accomplished by rolling the outstanding amount into a long-term bond issue during the five-year repayment period. In such cases, the agency would then be responsible for its proportionate share of the bond issuance costs and annual debt service costs. The repayment of debt, in all cases, is the first priority on the use of the agency's share of annual *TransNet* revenues.

Policy #17: Fiscal and Compliance Audits

Adoption Date: November 18, 2005

Policy Text: I. Fiscal and Compliance Audit Procedures

The fiscal and compliance audit is an essential tool to determine that *TransNet* funds are being used for the intended purposes. The Commission has the fiduciary responsibility to ensure that the public funds are used in accordance with the *TransNet* Ordinance and Expenditure Plan. In order to complete the audits in a timely manner, SANDAG proposes the following:

- A. July/August: SANDAG meets with the auditors to review the audits required for the year and provide all necessary documentation/information for the auditors to begin work.
- B. September to November: Auditors schedule site visits. Recipient agencies must be ready and available to meet with the auditors and provide requested financial schedules and other information necessary for the completion of the audit.
- C. November/December: Auditors issue draft reports to both SANDAG and the agencies. The agencies must be available to review and comment on the draft report in a timely manner. All outstanding issues should be resolved within four weeks.
- D. December/January: Auditors issue the final reports. If there are outstanding issues, those should be resolved so that the audit is completed no later than March.

SANDAG Responsibility: SANDAG will provide all information necessary to complete the audit.

Agency Responsibility: All agencies must be ready for the site visit, provide requested information, and review and comment on the draft reports in a timely manner.

If the auditor is unable to complete the audit because an agency was not ready or did not provide the required information or reviews in a timely manner, then the agency will be deemed in non-compliance of the Ordinance. SANDAG will withhold future *TransNet* payments (except for required debt service payments) until the audit is completed.

The Ordinance states that the Commission:

[S]hall not allocate any revenues...to any eligible local agency in any fiscal year until that local agency has certified to the Commission that it will include in its budget for that fiscal year an amount of local discretionary funding for street and roads purposes at least equal to the minimum maintenance of effort requirement. An annual independent audit shall be conducted to verify that the Maintenance of Effort requirements were met. Any local agency which does not meet its Maintenance of Effort requirement in any given year shall have its funding reduced in the following year by the amount by which the agency did not meet its required Maintenance of Effort level. Any local street and road revenues not allocated pursuant to the Maintenance of Effort requirement shall be redistributed to the remaining eligible agencies according to the formula described in [the Ordinance].

Although there are no specific MOE requirements for the highway, transit, or other discretionary programs, the verification of fund usage is essential. Therefore, the withholding of *TransNet* fund payments applies to all agencies that do not have a completed audit.

II. Exceptions

SANDAG acknowledges the existence of unforeseen circumstances which may prevent an audit from completion. Should situations warrant an extension, the agencies must submit a request for an extension to be considered by the SANDAG Transportation Committee, including an explanation of the situation and specific timelines for completion of the audit.

III. Audit Adjustments

Specific Project Funding/Discretionary Programs

This section applies to funding allocated for the specified projects under the Highway and Transit Programs under Ordinance 87-1, including funding allocated for bicycle facility improvements. Under the *TransNet* Extension (Ordinance 04-01), this section applies to the Major Corridor funding – Section 4(A) and (B) and the four discretionary programs: (1) Transit Senior program – Section 4(C)(2); (2) Local Environmental Mitigation program –

Section 4(D)(2); (3) Local Smart Growth Incentive program – Section 4(D)(3); and (4) Bicycle, Pedestrian, and Neighborhood Safety Program – Section 2(E).

After the projects are completed and there are funds remaining, the agency is required to return the money to the program. After the fiscal audit determines that the project has been completed, SANDAG will transmit a letter to the agency to return the funds to SANDAG. The agency must remit the balance within 60 days of the letter. Should an agency fail to respond in a timely manner, all future *TransNet* payments (including funds from the other programs) to that agency will be suspended until the funds are returned.

Local Street and Road Formula Program (Section 4(C) of Ordinance 87-1 and Section 4(D)(1) of Ordinance 04-01) and Transit Funding (Section 4(B) of Ordinance 87-1 and Sections 4(C)(1), 4(C)(3), and 4(C)(4) of Ordinance 04-01).

The audit identifies the status of each project funded with *TransNet* funds – i.e., completed projects, projects that have negative balances, inactive projects, and ongoing projects. The agencies are responsible to work with the auditors to make proper adjustments as follows:

Completed projects: once a project is identified as completed and there are *TransNet* funds remaining with that project, the agency is required to transfer the balance to another *TransNet*-eligible project (any project included in the approved Program of Projects). The audit should make note to which project the funds will be transferred. Completed projects should no longer show in the following year's audit.

Projects with negative balances: an ongoing project or a completed project may have expended all the *TransNet* funds but the agency decided to augment with other funds. In this case, the project should show zero balance for the amount of *TransNet* expended rather than showing a negative balance. If the project is completed, then it should no longer show in the following year's audit. If the project is ongoing and the agency intends to backfill the project with the following year's *TransNet* funds, then it should be noted in the audit. However, this practice is discouraged as it will throw off the MOE calculation.

Inactive projects: if a project has had no activity over a period of two audits, the agency must either close out the project or note when the project will be completed. These projects should no longer show in the following year's audit. Any remaining *TransNet* funds must be transferred to another *TransNet*-eligible project.

IV. Local Agency Balance Limitations

Based on the audit, an agency that maintains a balance of more than 30 percent of their annual apportionment (after debt service payments) must use the remaining balance to fund projects. SANDAG will defer payment until the unused balances fall below the 30 percent threshold.

FY 1988 Base Year Statistics
(for use in *TransNet* Ordinance Policy #8)

Metropolitan Transit Development Board Area

Fund Source	Operator/Service	Vehicle
		Service Miles
Article 4.0	Chula Vista Transit	559,734
	National City Transit	276,303
	County Transit System:	
	▪ Suburban Service	646,904
	▪ Rural Bus	170,953
	▪ Poway Fixed Route	313,425
	San Diego Transit	10,473,323
	San Diego Trolley	1,033,084
	Strand Express Agency	400,738
	Total	13,874,464
Article 8	County Transit System:	
	▪ Express Bus	189,276
	Total	189,276
Article 4.0 Dial-A-Ride	El Cajon Express	308,331
	La Mesa Dial-A-Ride	251,516
	Lemon Grove Dial-A-Ride	62,090
	County Transit System:	
	▪ Poway Dial-A-Ride	23,030
	▪ Poway Airporter	103,925
	▪ Spring Valley Dial-A-Ride	73,298
	San Diego Transit DART	309,370
	Total	1,131,560
Article 4.5	Chula Vista Handytrans	128,807
	County Transit System – WHEELS	219,906
	National City Wheels	15,159
	Poway Call-A-Ride	60,156
	San Diego Dial-A-Ride	1,149,541
		Total
MTDB (MTS) Area Total		16,768,923

North San Diego County Transit Development Board

Fund Source	Operator/Service	Vehicle
		Service Miles
Article 4.0	NCTD Fixed Route	7,651,408
	NCTD FAST	126,744
	Total	7,778,152
Article 4.5	NCTD Lifeline	386,680
	Total	386,680
NSDCTDB (NCTD) Area Total		8,164,832
REGIONAL TOTAL		24,933,755

Adopted: February, April, and May 1988; August 1989; March, July, and November 1990; October 1992; September and November 2005

Amended: June and December 1990; February 1991; November 2005

ATTACHMENT E

Proposed schedule for the 2006 Federal/Regional Transportation Improvement Program (F/RTIP)

September 29, 2005	California Transportation Commission (CTC) adopts 2006 Fund Estimate for the State Transportation Improvement Program (STIP)
December 16, 2005	SANDAG adopts 2006 STIP for submittal
January 30, 2006	Deadline to submit 2006 STIP to CTC
January/February 2006	<ul style="list-style-type: none"> • Cities/County Transportation Advisory Committee (CTAC) develops the criteria for TransNet Street Improvement System program. • Independent Taxpayers Oversight Committee (ITOC) reviews/comments. • CTAC/ITOC recommends approval by the Transportation Committee.
February to March, 2006	Consultation with San Diego Conformity Working Group (CWG) on conformity criteria and procedures including: revenue-constrained program assumptions, latest planning assumptions, transportation control measures, emissions model, emissions budgets, exempt projects, consultation and public involvement.
February/March 2006	Transportation Committee approves the <i>TransNet</i> Street Improvement program criteria.
February, 2006	Memo to all jurisdictions regarding 2006 RTIP for new or revisions to projects for all project submittals including and update to all capacity increasing projects. Due date April 7.
April 27, 2006	CTC adopts statewide 2006 STIP
May 12, 2006	Issue 2006 RTIP Draft Conformity Analysis for 30-day review and comment
May 17, 2006	<ul style="list-style-type: none"> • Discuss 2006 RTIP Conformity Analysis at the regular CWG meeting • ITOC reviews draft 2006 RTIP
May 19, 2006	Transportation Committee releases draft 2006 RTIP including its conformity determination and set June 16, 2006 meeting to hold public hearing.
June 16, 2006	Transportation Committee holds public hearing to review the draft 2006 RTIP including its conformity determination. Pending comments recommends 2006 RTIP to the SANDAG Board for approval..
June 19, 2006	30-day comment period ends for draft 2006 RTIP
June 23, 2006	SANDAG Board adopts 2006 RTIP
August 1, 2006	SANDAG submits 2006 RTIP for state and federal approval
October 4, 2006	Federal approval for 2006 FSTIP