



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

January 26, 2010

File Number 1500100

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 County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

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

FROM: Sookyung Kim, Financial Programming Manager

SUBJECT: 2010 Regional Transportation Improvement Program (RTIP)

This memo outlines the process and schedule for the next update to the RTIP. The 2010 RTIP is scheduled for San Diego Association of Governments (SANDAG) Board adoption on September 24, 2010. The RTIP is a multiyear program of proposed major highway, arterial, transit, and bikeway projects, including the *TransNet* Program of Projects (POP). The 2010 RTIP will cover the five-year period from Fiscal Year (FY) 2010/11 through FY 2014/15.

SANDAG, acting as the San Diego County Regional Transportation Commission, approves the *TransNet* POP as an element of the RTIP. In developing and approving the list of *TransNet* POP to be included in the RTIP, each agency and SANDAG must comply with all provisions of the *TransNet* Ordinance and Expenditure Plan, in addition to any other implementing ordinances, policies, and rules, as appropriate. Due to the anticipated September adoption of the 2010 RTIP, for *TransNet* purposes, the 2008 RTIP will continue to be in effect until September 2010. For state and federally funded projects, the 2008 RTIP will be in effect until the adoption of the 2010 RTIP, anticipated to be in mid-December.

Pursuant to federal and state laws and the *TransNet* Ordinance, agencies are required to submit capital projects that cover the next five FYs. The Transportation Committee, at its July 16, 2010, meeting, is scheduled to release the Draft 2010 RTIP, including its conformity determination, and set the September 3, 2010, meeting to hold a public hearing and recommend the adoption of the 2010 RTIP to the Board. In order to meet this timeline, the agencies must submit projects no later than **April 2, 2010**.

## **REGIONAL TRANSPORTATION PLAN (RTP):**

The RTP is the long-range transportation vision for the region. The RTIP implements the projects identified in the initial years of the RTP. The RTIP is required to be consistent with the projects in the RTP, including scope, cost, and schedule. Currently, SANDAG is undergoing the update to the RTP. No project can be included in the RTIP unless it also included in the RTP.

Agencies are encouraged to ensure that projects submitted for inclusion through the RTP also are included in the RTIP, especially capacity-increasing (CI) or regionally significant projects.

## **BACKGROUND**

Federal Metropolitan Planning and Air Quality Conformity Regulations identify the required content of the RTIP and prescribe the process for air quality conformity analysis. The RTIP must include all major projects requesting certain categories of federal/state transportation funding or federal project approval. All regionally significant and/or CI transportation projects, regardless of funding sources, are required to be included in the RTIP and incorporated into the air quality quantitative emissions analysis. All projects included in the 2010 RTIP must be consistent with the RTP for the San Diego region.

The projects in the RTIP must be based on committed or reasonable expectation of fund availability and all projects, and the program must be constrained by year, based on available revenues. Additional requisite is that agencies 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. The CTC is scheduled to adopt the STIP in May 2010, and the RTIP is due to the state by October 1, 2010.

The 2010 RTIP details the major projects anticipated to be initiated and/or implemented during the period FY 2010/11 to FY 2014/15. Projects using the following categories of federal, state, and local funding must be included in the RTIP:

### ***Federal Transportation Funds***

- 1) Surface Transportation Program
- 2) Congestion Mitigation and Air Quality Program
- 3) Transportation Enhancement Activities Program
- 4) Highway Bridge Program/Seismic Retrofit/High-Risk Rural Roads
- 5) Hazard Elimination Safety/Safe Routes to School/Highway Safety Program
- 6) Federal Lands Highways/Indian Reservation Roads
- 7) Federal Demonstration/High-Priority Projects
- 8) Federal Transit Administration programs
- 9) Federal Transit/Highway Discretionary projects
- 10) Any other federal transportation programs

### ***State Transportation Funds***

- 1) STIP - Regional and Interregional Improvement Programs
- 2) State Highway Operation and Protection Program
- 3) Funding from Proposition 1B programs
- 4) Funding from Proposition 1A program
- 5) Traffic Congestion Relief Program – carryover only
- 6) Any other state transportation programs

### ***Local Transportation Funds***

- 1) *TransNet* - Sales Tax Measure
- 2) Local Funds (developer fees, gas tax, etc.)

For federal programs and certain state programs, there are specific local match requirements. The local match must be programmed in the year in which the funds are anticipated to be obligated.

### ***TransNet* – LOCAL STREET IMPROVEMENTS**

Any major project with a total cost of \$300,000 or more must be individually listed in the RTIP. SANDAG encourages agencies to “lump sum” or aggregate individual projects costing less than \$300,000 and of a similar type of work (e.g., minor roadway resurfacing) as a single line item 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 1 shows the estimated *TransNet* revenues for each jurisdiction during the 2010 RTIP period. The estimates are for use in developing the *TransNet* POP for the 2010 RTIP. The actual fund allocations to each agency will be based on monthly sales tax receipts from the State Board of Equalization, with the fund distribution updated annually using current population and maintained miles data. The revenue information is available on the RTIP Web site, as well as in the “Report” section of ProjectTrak.

Public Hearing: Board Policy No. 31 requires each local agency to hold a public hearing prior to adoption of the 2010 RTIP. The submittals must include evidence of formal action by the legislative bodies of the cities and the county—i.e., governing body resolution. Attachment A is the resolution SANDAG encourages agencies to use for this purpose. Agencies can add, but not delete or replace, any section of the resolution.

Requirement Under *TransNet* Extension: The *TransNet* extension includes several additional requirements, including the Bicycle and Pedestrian accommodation, congestion relief and maintenance distribution, maintenance of effort formula, and the Regional Transportation Congestion Improvement Program. Sections relevant to programming are shown in Attachment B.

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

Debt Financing: For those agencies with project cash flow needs that exceed the estimated *TransNet* revenues available, debt financing options are available for either the short term (Commercial Paper program) or for the long term (long-term bond). *TransNet* Policy prescribes the requirements for debt financing. Council/Board resolution and an executed memorandum of understanding are required before any debt can be issued. Projects funded through this mechanism are required to be programmed in the RTIP. To participate, interested agencies should contact SANDAG.

The *TransNet* Ordinance and the *TransNet* Policy documents are available on the RTIP Web site. Agencies are encouraged to review the pertinent sections of the ordinance and within the policy for further information.

## **BIKEWAY PROJECTS**

The Bicycle-Pedestrian Working Group develops the nonmotorized projects funded with either *TransNet*-Bicycle funds or the Transportation Development Act (TDA) Bicycle program through a separate process. Projects funded with these programs are listed as a lump sum in the RTIP, with SANDAG as the lead agency. If a bike project is funded with federal or state funds in addition to the local *TransNet* or TDA bike funds, those projects can be listed individually by the sponsoring agency. Therefore, agencies should only submit those bike projects that are funded from other sources or using *TransNet*-Local Street Improvement funds.

## **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. Agencies are asked to review all their CI projects in the current 2008 RTIP and provide updated information as necessary. This level of information is necessary to provide accurate regional transportation/emissions forecast modeling. In addition to the written information, agencies are required to provide drawings (before and after diagrams) for each CI project. Projections of pollutant emissions are developed for several analysis years based on the estimated project opening dates. Attachment C provides guidance on the type of information required for each CI project and samples of maps/diagrams.

The United States Environmental Protection Agency's Air Quality Conformity Rule includes a list of project categories that are exempt from air quality conformity determinations or regional emissions analysis. Table 2 provides a list of projects exempt from air quality conformity determination, and Table 3 lists the types of projects exempt from regional emissions analysis. These projects can be included and subsequently amended into the RTIP without a conformity finding or a new regional emissions analysis.

## **2010 RTIP REVIEW, ADOPTION, AND UPDATE SCHEDULE**

The 2010 RTIP is due to the state by October 1, 2010. **Attachment D** provides the RTIP schedule. Important dates to remember are the following:

- Projects (including CI maps/diagrams) due in ProjectTrak – **April 2, 2010**  
Projects submitted after this date will not be accepted
- Signed resolutions due to SANDAG – June 30, 2010
- Transportation Committee releases draft RTIP and conformity determination – July 16, 2010
- Transportation Committee holds public hearing – September 3, 2010
- SANDAG Board adopts the 2010 RTIP – September 24, 2010

## **SUPPLEMENTAL INFORMATION**

This memo and all attachments will be available shortly on the 2010 RTIP Web site, [www.sandag.org/2010RTIP](http://www.sandag.org/2010RTIP). Additional information for potential workshop and/or ProjectTrak training will be distributed separately, if necessary.

Should you have any questions specific to the *TransNet* Ordinance or Policy, please contact Kim Kawada at (619) 699-6994 or [kka@sandag.org](mailto:kka@sandag.org). For all other questions or clarifications, contact me at (619) 699-6909 or [ski@sandag.org](mailto:ski@sandag.org), or Michelle Merino at (619) 595-5608 or [mmer@sandag.org](mailto:mmer@sandag.org).

SKI/MMER/ama

Attachments

## LIST OF ATTACHMENTS

Table 1	<i>TransNet</i> Local Street Improvement Revenue Forecast for FY 2011 to FY 2015
Table 2	Projects Exempt From Air Quality Conformity Determination
Table 3	Projects Exempt From Regional Emissions Analysis
Attachment A	Resolution Template
Attachment B	Relevant Sections of <i>TransNet</i> Ordinance
Attachment C	Project Description Guidelines for CI Projects/Sample Diagrams
Attachment D	Schedule for the 2010 RTIP

**Table 1**  
**TransNet Revenue Forecasts - Local Street Improvement Program**  
**For Fiscal Years 2011 to 2015**  
(in \$000s)

Jan. 2010

Jurisdiction	Jan. 2009	Dec. 2009						Total
	Population	Maintained Miles	FY2011	FY2012	FY2013	FY2014	FY2015	
Carlsbad	104,652	275.0	\$1,967	\$2,038	\$2,147	\$2,317	\$2,472	\$10,940
Chula Vista	233,108	432.3	\$3,876	\$4,017	\$4,235	\$4,576	\$4,884	\$21,587
Coronado	23,028	42.5	\$427	\$441	\$463	\$497	\$527	\$2,355
Del Mar	4,591	22.4	\$160	\$164	\$170	\$180	\$188	\$861
El Cajon	98,133	192.0	\$1,685	\$1,746	\$1,839	\$1,984	\$2,116	\$9,370
Encinitas	64,145	162.4	\$1,210	\$1,253	\$1,319	\$1,422	\$1,515	\$6,718
Escondido	144,831	297.2	\$2,497	\$2,588	\$2,727	\$2,945	\$3,142	\$13,900
Imperial Beach	28,243	56.7	\$524	\$542	\$569	\$611	\$649	\$2,894
La Mesa	56,881	151.8	\$1,098	\$1,136	\$1,196	\$1,289	\$1,374	\$6,093
Lemon Grove	25,650	64.3	\$512	\$529	\$556	\$597	\$634	\$2,828
National City**	56,522	100.7	\$161	\$217	\$292	\$1,135	\$1,209	\$3,013
Oceanside	179,681	474.8	\$3,347	\$3,470	\$3,657	\$3,951	\$4,216	\$18,641
Poway	51,126	180.8	\$1,101	\$1,140	\$1,199	\$1,293	\$1,377	\$6,110
San Diego	1,353,993	2,741.4	\$22,838	\$23,683	\$24,980	\$27,008	\$28,843	\$127,353
San Marcos	83,149	172.6	\$1,460	\$1,512	\$1,592	\$1,718	\$1,831	\$8,114
Santee**	56,848	134.9	\$937	\$974	\$475	\$582	\$679	\$3,647
Solana Beach	13,547	47.9	\$328	\$339	\$355	\$379	\$402	\$1,803
Vista	96,089	174.6	\$1,618	\$1,676	\$1,766	\$1,905	\$2,031	\$8,997
County**	499,190	1,916.0	\$9,436	\$9,826	\$10,434	\$11,375	\$12,227	\$53,298
<b>Subtotal Street &amp; Road</b>	<b>3,173,407</b>	<b>7,640.5</b>	<b>\$55,182</b>	<b>\$57,291</b>	<b>\$59,970</b>	<b>\$65,764</b>	<b>\$70,318</b>	<b>\$308,524</b>
Local EMP*			\$3,547	\$3,677	\$3,875	\$4,186	\$4,467	\$19,752
Local Smart Growth*			<u>\$4,139</u>	<u>\$4,290</u>	<u>\$4,521</u>	<u>\$4,883</u>	<u>\$5,211</u>	<u>\$23,044</u>
<b>Total Local System Improvements</b>			<b>\$65,037</b>	<b>\$67,408</b>	<b>\$71,047</b>	<b>\$76,740</b>	<b>\$81,889</b>	<b>\$229,677</b>

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

\*\* Revenues are net of estimated commercial paper and/or bond debt service payments

1. Projection of revenues are based on estimate of growth rate on taxable sales as forecasted by SANDAG and excludes interest and prior year excess funds.
2. Distribution of revenue estimates are based on the 2004 Proposition A Extension: San Diego Transportation Improvement Program and Expenditure Plan and apportioned as follows: (a) \$50,000 annual base per agency ; (b) balance distributed on a formula of 2/3 population and 1/3 maintained miles.
3. Population numbers are based on state Department of Finance (DOF) estimates as of January 2009; Maintained miles figures are based on Caltrans 2008 California Public Road Data (Dec. 2009).
4. Revenue estimates for planning purposes only. Payments will be based on actual sales tax monthly receipts from the State Board of Equalization

**TABLE 2**  
**PROJECTS EXEMPT FROM AIR QUALITY CONFORMITY DETERMINATION\***

<b>SAFETY</b>	
<ul style="list-style-type: none"> <li>- Railroad/highway crossing</li> <li>- Safer non-Federal-aid systems roads</li> <li>- Increasing sight distance</li> <li>- Traffic control devices and operating assistance other than signalization projects</li> <li>- Pavement resurfacing and/or rehabilitation</li> <li>- Emergency relief (23 USC 125)</li> <li>- Skid treatments</li> <li>- Adding medians</li> <li>- Lighting improvements</li> <li>- Emergency truck pullovers</li> </ul>	<ul style="list-style-type: none"> <li>- Hazard elimination program</li> <li>- Shoulder improvements</li> <li>- Safety Improvement program</li> <li>- Railroad/highway crossing warning devices</li> <li>- Guardrails, median barriers, crash cushions</li> <li>- Pavement marking demonstration</li> <li>- Fencing</li> <li>- Safety roadside rest areas</li> <li>- Truck climbing lanes outside the urbanized area</li> <li>- Widening narrow pavements or reconstructing bridges (no additional travel lanes)</li> </ul>
<b>MASS TRANSIT</b>	
<ul style="list-style-type: none"> <li>- Operating assistance to transit agencies</li> <li>- Rehabilitation of transit vehicles</li> <li>- Purchase of operating equipment for vehicles (eg, radios, fareboxes, lifts, etc)</li> <li>- Construction of small passenger shelters and information kiosks</li> <li>- Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way</li> <li>- Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of fleet</li> </ul>	<ul style="list-style-type: none"> <li>- Purchase of support vehicles</li> <li>- Purchase of office, shop, and operating equipment for existing facilities</li> <li>- Construction or renovation of power, signal, and communications systems</li> <li>- Reconstruction or renovation of transit buildings and structures (eg, rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)</li> <li>- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771</li> </ul>
<b>AIR QUALITY</b>	
<ul style="list-style-type: none"> <li>- Continuation of ride-sharing and van-pooling promotion activities at current levels</li> </ul>	<ul style="list-style-type: none"> <li>- Bicycle and pedestrian facilities</li> </ul>
<b>OTHER</b>	
<ul style="list-style-type: none"> <li>- Specific activities which do not involve or directly lead to construction, such as: <ul style="list-style-type: none"> <li>Planning and technical studies</li> <li>Grants for training and research programs</li> <li>Planning activities conducted pursuant to titles 23 and 49 USC</li> <li>Federal-aid systems revisions</li> </ul> </li> <li>- Sign removal</li> <li>- Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)</li> </ul>	<ul style="list-style-type: none"> <li>- Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action</li> <li>- Noise attenuation</li> <li>- Emergency or hardship advance land acquisitions (23 CFR 710204(d))</li> <li>- Acquisition of scenic easements</li> <li>- Plantings, landscaping, etc</li> <li>- Directional and informational signs</li> <li>- Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes</li> </ul>
<b>ALL PROJECTS</b>	
<ul style="list-style-type: none"> <li>- Intersection channelization projects</li> <li>- Interchange reconfiguration projects</li> <li>- Truck size and weight inspection stations</li> </ul>	<ul style="list-style-type: none"> <li>- Intersection signalization projects at individual intersections</li> <li>- Changes in vertical and horizontal alignment</li> <li>- Bus terminal and transfer points</li> </ul>

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

**Table 3**

**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.

**RESOLUTION OF THE CITY/COUNTY OF [ ]**  
**ADOPTING THE *TRANSNET***  
**LOCAL STREET IMPROVEMENT PROGRAM OF PROJECTS**  
**FOR FISCAL YEARS 2011 THROUGH 2015**

**WHEREAS**, on November 4 2004, the voters of San Diego County approved the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (*TransNet* Extension Ordinance); and

**WHEREAS**, the *TransNet* Extension Ordinance provides that SANDAG, acting as the Regional Transportation Commission, shall approve 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 improvement revenues for fiscal years 2011 through 2015; and

**WHEREAS**, the City/County of [ ] has held a noticed public meeting with an agenda item that clearly identified the proposed list of projects prior to approval of the projects by its authorized legislative body in accordance with Section 5(A) of the *TransNet* Extension Ordinance and Rule 7 of SANDAG Board Policy 31;

**NOW THEREFORE,**

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

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

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

**BE IT FURTHER RESOLVED** that pursuant to Section 9A of the *TransNet* Extension Ordinance, the City/County of [ ] certifies that it will extract \$2,000, which shall be adjusted annually pursuant to the Ordinance, from the private sector for each newly constructed residential housing unit in that jurisdiction to comply with the provisions of the Regional Transportation Congestion Improvement Program (RTCIP).

**BE IT FURTHER RESOLVED** that pursuant to Section 13 of the *TransNet* Extension Ordinance, the City/County of [ ] certifies that it has established a separate Transportation Improvement Account for

*TransNet* revenues with interest earned expended only for those purposes for which the funds were allocated.

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

**BE IT FURTHER RESOLVED** that the City/County of [ ] does hereby certify that all other applicable provisions of the *TransNet* Extension Ordinance and SANDAG Board Policy 31 have been met.

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

**PASSED AND ADOPTED** by the City/County of [ ] on the \_\_\_\_ day of \_\_\_\_\_, 2010.

## Relevant Sections of *TransNet* Ordinance

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

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

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

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

### **Section 8**

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

requirement also shall apply to any local agency discretionary funds being used for the other purposes specified under Section 4. In addition, revenues provided from this Ordinance shall not be used to replace other private developer funding that has been or will be committed for any project.” (see Rule 22 of Board Policy 31)

**Section 9. REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (RTCIP):**

A. New Development Exactions Starting on July 1, 2008, each local agency in the San Diego region shall contribute \$2,000 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.

B. Oversight, Audit and Funding Allocations

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

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

Provisions for implementation of the RTCIP are described in the document titled “TransNet Extension Regional Transportation Congestion Improvement Program,” which is hereby incorporated by reference as if fully set forth herein.

(See Rule 23 of Board Policy 31)

### Project Description Guidelines for Capacity Increasing Projects

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

	<b>Surface Street</b>	<b>Freeway Ramp</b>	<b>Freeway</b>
<b>Roadway Detail</b>	# of Lanes by Direction (Indicate if One-Way Street)  Posted Speed Median Type <ul style="list-style-type: none"> <li>• Median</li> <li>• Center Left Turn</li> <li>• None</li> </ul>	# of Mixed Flow Lanes # HOV Lanes  Direct Access Ramp <ul style="list-style-type: none"> <li>• Transit-Only</li> <li>• HOV &amp; Transit</li> <li>• Managed</li> </ul>	# of Mixed Flow Lanes # of Auxiliary or Truck Lanes # of HOV/ML Lanes (include access points)
<b>Intersection Detail</b>	Control Type <ul style="list-style-type: none"> <li>• Stop (2-Way, 4-Way)</li> <li>• Signal</li> <li>• Unsignalized</li> </ul> Approach Information (# of Lanes) <ul style="list-style-type: none"> <li>• Left/Thru/Right</li> <li>• Free Right</li> <li>• Prohibited Turn</li> <li>• Transit Lane</li> </ul>	Additional to the detail from surface street, please add Ramp Meter <ul style="list-style-type: none"> <li>• HOV Meter</li> <li>• Non-HOV Meter</li> </ul>	NA

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

If the facility is new or is being realigned, please provide alignment routing along with the relevant information exhibits.

## Schedule for the 2010 Federal/Regional Transportation Improvement Program (F/RTIP)

<b>Due Dates</b>	<b>Activities</b>
Jan	SANDAG submits 2010 STIP to CTC
22-Jan	SANDAG Board approves Amendment #16 to the 2008 RTIP including air quality redetermination
29-Jan	Memo to all jurisdictions regarding schedules/procedures for the 2010 RTIP process including: <ul style="list-style-type: none"> <li>• Any new or updates capacity increasing projects</li> <li>• Requests for long term borrowing?</li> </ul>
4-Feb	Presentation at CTAC
Feb/Mar	2010 RTIP Workshop
3-Mar	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.
2-Apr	All projects proposed for 2010 RTIP due in ProjectTrak including new/updates to capacity increasing projects. Also includes to projects in the SANDAG FY 2011 CIP
16-Apr	TC approves Quarterly Amendment to 2008 RTIP
Apr 2 – May 11	Coding of CI projects/review project submittals
18-May	Issue 2010 RTIP Draft Conformity Analysis for 30-day CWG review and comment
2-Jun	Discuss 2010 RTIP Conformity Analysis at the regular CWG meeting
June	CTC adopts statewide 2010 STIP
17-Jun	30-day CWG comment period for draft Conformity Analysis ends
24-Jun	Incorporate CWG comments into revised draft Conformity Analysis <ul style="list-style-type: none"> <li>• Signed resolutions with proof of public hearing due from all jurisdictions</li> <li>• Fully executed MOU for long term debt, as applicable</li> </ul>
30-Jun	
14-Jul	ILOC reviews draft 2010 RTIP
16-Jul	Transportation Committee releases draft 2010 RTIP including its air quality conformity determination for public comment; and set September 3, 2010 TC meeting to hold public hearing/approves Quarterly Amendment to 2008 RTIP, if necessary
1-Aug	SANDAG submits Draft 2010 RTIP to state and release 2010 RTIP Draft Conformity Analysis for 30-day public review and comment
16-Aug	30-day comment period ends for draft 2010 RTIP including the Draft Conformity Analysis
3-Sep	Transportation Committee holds public hearing to review the draft 2010 RTIP including its air quality conformity determination and recommends Final 2010 RTIP to the SANDAG Board for approval.
24-Sep	SANDAG Board adopts Final 2010 RTIP including its air quality conformity
1-Oct	SANDAG submits Final 2010 RTIP to state
8-Oct	Start of state FSTIP Public Participation process
15-Oct	TC approves Quarterly Amendment to 2008 RTIP (if necessary)
29-Oct	State Public Participation process ends
15-Nov	FSTIP submittal to FHWA/FTA
15-Dec	Federal approval for FSTIP