



BOARD OF DIRECTORS
JUNE 23, 2006

AGENDA ITEM NO. 06-06-12
ACTION REQUESTED - APPROVE

***TransNet* LOCAL STREET AND ROAD PROGRAM
GUIDELINES**

File Number 1200100

Introduction

The *TransNet* Ordinance requires that at least 70 percent of the revenues provided for local street and road purposes should be used to fund direct expenditures for facilities contributing to congestion relief. No more than 30 percent of these funds should be used for local street and road maintenance purposes. Staff has worked with the Transportation Committee, Independent Taxpayer Oversight Committee (ITOC), and the Cities/County Transportation Advisory Committee (CTAC) to develop detailed guidelines for implementation of this ordinance requirement. The recommended guidelines are shown in Attachment 1. At its May 19, 2006, meeting, the Transportation Committee recommended approval of the guidelines as written.

Recommendation

The Board of Directors is asked to approve the guidelines as written. If approved, these guidelines would be included under Board Policy No. 031 regarding *TransNet* Ordinance and Expenditure Plan policies as *TransNet* Policy No. 018 and would be used for the 2006 Regional Transportation Improvement Program (RTIP) update. The guidelines would affect all available local *TransNet* funding beginning in FY 2009.

Discussion

The guidelines provide additional clarification to the *TransNet* Ordinance requirement. The full ordinance language on this subject is shown in Attachment 2. The guidelines will help staff and ITOC ensure compliance with the ordinance requirement when reviewing cities/county project submittals for inclusion in the RTIP.

The Transportation Committee reviewed and recommended approval of the guidelines on May 19. At that meeting, the Transportation Committee discussed the letter from the Mayor of San Diego (Attachment 3) stating the City's position on specific guideline provisions. The City of San Diego was concerned about the restrictions placed on general staff expenditures. There are no provisions in the *TransNet* Ordinance for accommodating general staff expenditures, and SANDAG General Counsel believes that an Ordinance change would be required to allow for greater accommodation of general staff expenditures. The City of San Diego representative at the May 19, 2006, Transportation Committee meeting, Councilmember Atkins, stated that she had hoped the guidelines could be more forgiving but was in favor of moving forward with the guidelines as written. It also was noted that the Ordinance does allow an exemption from the guidelines with justification. All other concerns outlined in the letter from the City of San Diego have been incorporated into the guidelines.

ITOC Review

At the May 19, 2006, Transportation Committee meeting, ITOC Chair Maryam Babaki stated that ITOC concurs with the staff recommendation and recommends approval of the guidelines as written.

GARY L. GALLEGOS
Executive Director

- Attachments:
1. *TransNet* Ordinance and Expenditure Plan Implementation Guidelines
 2. *TransNet* Ordinance: Local Street and Road Program – Section 2, Expenditure Plan Summary
 3. Letter from City of San Diego Mayor, Jerry Sanders, dated 5/10/06

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

Funds are budgeted in Work Element #1200100

TransNet Local Street and Road Program
TransNet Ordinance and Expenditure Plan Implementation Guidelines
 June 23, 2006

The *TransNet* Ordinance requires that at least 70 percent of the revenues provided for local street and road purposes should be used to fund direct expenditures for facilities contributing to congestion relief. No more than 30 percent of these funds should be used for local street and road maintenance purposes. The required multi-year Regional Transportation Improvement Program (RTIP) project lists submitted by local agencies that are found to be out of compliance with this requirement will not be approved. Local agencies may request an exception to this requirement and must provide justification for such a request as part of its project list submittal.

The following table categorizes and lists the more typical types of facilities that are considered to contribute to congestion relief. For other facilities not listed, it must be demonstrated that congestion relief can be obtained before the project can be considered part of the 70 percent Congestion Relief category. Maintenance costs of items listed in the 70 percent Congestion Relief category are eligible under the 30 percent category. Facilities that are not considered to contribute to congestion relief (Items 28-30) are eligible under the 30 percent category.

Congestion Relief (At least 70%)	Maintenance and Non-Congestion Relief (No more than 30%)
<p>New or Expanded Facilities</p> <ol style="list-style-type: none"> 1. New roadways and bridges 2. Roadway and bridge widening 3. Roadway widening for bike lanes <p>Major Rehabilitation and Reconstruction</p> <ol style="list-style-type: none"> 4. Roadway rehabilitation (grinding and overlay, or new structural pavement, or new overlay 1-inch thick or greater) 5. Roadway realignment 6. Bridge retrofit or replacement 7. Roadway drainage improvements for the purpose of improving capacity-impeding conditions such as significant and frequent roadway flooding 8. New sidewalk or sidewalk widening <p>Traffic Operations</p> <ol style="list-style-type: none"> 9. Median installation for safety improvement or left-turn movement 10. New traffic signal, passive permissive left turn (PPLT) installation, signal removal for congestion relief reasons, traffic signal upgrades, intersection lighting 11. Traffic signal coordination 12. Traffic signal interconnection 	<ul style="list-style-type: none"> ▪ Lane removal for bike lanes ▪ Pavement overlay (less than 1 inch) ▪ Pot hole repair, chip seal, fog seal, crack seal (except when part of roadway rehabilitation project) ▪ Roadway realignment that does not increase roadway capacity ▪ Bridge replacement for aesthetic purposes ▪ Minor drainage improvements not part of a congestion relief project ▪ Stand alone landscaping project of an existing median ▪ Traffic signal replacement, bulb replacement, hardware, software, inductive loop repair

Congestion Relief (At least 70%)	Maintenance and Non-Congestion Relief (No more than 30%)
<p>13. Centrally controlled traffic signal optimization system</p> <p>14. Traffic surveillance or detection system (video)</p> <p>15. Traffic data collection system for performance monitoring purposes (in pavement detection, radar)</p> <p>Smart Growth-Related Infrastructure*</p> <p>16. Traffic calming measures</p> <p>17. Pedestrian ramps</p> <p>18. Pedestrian traffic signal activation</p> <p>19. Pedestrian crossings/overcrossings</p> <p>20. Buffer area between sidewalk and street</p> <p>21. Pedestrian roadway lighting</p> <p>Transit Facilities</p> <p>22. New bus stops</p> <p>23. Bus stop enhancements</p> <p>24. Bus-only lanes</p> <p>25. Queue jumper lanes for buses</p> <p>26. Traffic signal priority measures for buses</p> <p>27. Transit operational costs for shuttle and circulator routes</p>	<ul style="list-style-type: none"> ▪ Light bulb replacement ▪ Bus-only lanes that do not provide congestion relief <p>Non-Congestion Relief</p> <p>28. Erosion control (unless required as part of a congestion relief project)</p> <p>29. Landscaping (unless required as part of a congestion relief project)</p> <p>30. Roadway signing and delineation (unless it is a congestion relief project)</p>

Note: Staff costs for congestion relief project development (environmental, preliminary engineering, design, right-of-way acquisition, and construction management) are eligible expenditures under the 70 percent category. Staff costs for transportation infrastructure maintenance or traffic operations efforts are eligible under the 30 percent category. Costs for general *TransNet* fund administration and transportation planning are eligible up to 1 percent of annual revenues.

* To receive credit for providing congestion relief under the 70 percent category, smart growth-related infrastructure must be provided in one of the existing or planned (not potential) seven Regional Comprehensive Plan smart growth land use type characteristic areas: Metropolitan Center, Urban Center, Town Center, Community Center, Transit Corridor, Special Use Center, or Rural Community. Smart growth-related infrastructure built outside of one of the seven types of characteristic areas is eligible under the 30 percent category.

TransNet Ordinance: Local Street and Road Program

SECTION 2

EXPENDITURE PLAN SUMMARY:

C.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 percent 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 operation 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 percent of these funds should be used for local street and road maintenance purposes. A local agency desiring to spend more than 30 percent 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.



JERRY SANDERS
MAYOR

May 10, 2006

Mr. Gary Gallegos
Executive Director
SANDAG
401 B Street Suite 800
San Diego, CA 92101-4231

Subject: Proposed TransNet Ordinance and Expenditure Plan Implementation Guidelines

Dear Mr. Gallegos:

After several meetings, the draft TransNet Ordinance Expenditure Guidelines were presented to the City/County Transportation Advisory Committee (CTAC) on April 6. Although the meetings with the Independent Taxpayers Oversight Committee (ITOC) representatives and SANDAG staff have made significant strides in addressing the needs of the Local Streets & Roads Program which are reflected in this draft, I feel that several key issues remain unresolved that could severely affect the ability of local agencies to meet the goals of the TransNet measure, specifically traffic operations, transportation planning, smart growth improvements, and matching funds for other transportation grants.

As you know, congestion relief is a primary focus of the TransNet measure. In addition to the various capital improvement projects, traffic operations evaluation and changes are essential for the capacity of the transportation system. In fact, traffic operations can be a very efficient way of providing congestion relief. Several types of operational improvements have direct congestion benefit such as peak hour lanes, stop sign removal, turn pocket creation, and other measures. In addition, safety related operational improvements have congestion relief benefits by reducing the potential for accidents and increasing the reliability of the system. So, just as "traffic signal coordination and related traffic operations improvements" are specifically mentioned in the ordinance as eligible and safety improvements are specifically listed in the ballot language (see enclosed), I request that expenditures for traffic operations functions (beyond traffic signal related functions) that contribute to congestion relief or improve safety be listed in the guidelines as eligible under the 70% (congestion relief) category, including the staff time required to evaluate these issues and develop the necessary solutions.

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Just as capital improvement projects are crucial for congestion relief, transportation planning is a key element of a capital program since it is needed to define those improvements to our transportation system that are required to relieve traffic congestion or improve safety. In order to ensure an effective use of our TransNet funding, our transportation system must be studied comprehensively in order to effectively identify the most urgent needs of the transportation system. Similarly, it is crucial that we coordinate our TransNet Capital Improvements Program (CIP) program with developer proposed improvements as well as those proposed by other agencies so that we can ensure the needs of the transportation system are being met in a comprehensive manner. The current proposal would limit both of these functions to the category of one percent of our allocation going toward administration. This category, however, does not provide enough funds in that it barely covers the costs of administering the funds. Therefore, it would effectively remove our ability to identify the needed projects for congestion relief CIP projects as well as our ability to coordinate with outside agencies on planning projects. I request that transportation planning and coordination be moved into the 30% (non-congestion relief category) since these functions cannot be connected to any one particular congestion relief project and represent more of a system-wide benefit.

An increased use of transit and non-vehicular modes of travel is a key to making the concept of smart growth successful. To be effective, this requires improvements to both the origin and destination of transit trips. For this reason, I request that any installation of sidewalk, curb ramps, or other pedestrian related improvements along a transit route or within ¼ mile of a transit stop be considered eligible for the congestion relief (70%) category of expenditures. Similarly, I request that these types of improvements within 1,000 feet of a school be eligible under the 70% category given the potential for relief of congestion from parent's vehicles as well as improving safety of the school children overall. Since they generally promote non-motorized travel and improve safety regardless of their regional location, I also request that equal amounts of expenditures be allowed as part of the 70% category for work outside smart growth areas and within.

Securing state, federal, and other sources of grant funding is the most effective way to maximize the benefit of our limited regional transportation resources. In order to be competitive for these grants, a readily available source of matching funds needs to be identified. Although some project types are listed in both categories, I request that the rules be clarified to ensure that TransNet funds may be used as matching funds for any transportation-related project. I also request that the staff costs needed to locate, apply for, obtain, and administer these grants be eligible for expenditure under the category appropriate for both types of projects.

I request that consideration of these issues be presented to both the Transportation Committee and the Board when this matter is heard. Please contact Deputy Chief Operating Officer

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Richard Haas at (619) 236-6750 or Engineering & Capital Projects Director Patti Boekamp at (619) 236-6274 if you have any questions.

Sincerely,



JERRY SANDERS
Mayor
City of San Diego

RL:sml

Enclosure

cc: Honorable Councilmembers
Richard Haas, Deputy Chief of Public Works
Patti Boekamp, Engineering & Capital Projects Director
Richard Leja, Senior Civil Engineer, Transportation Engineering

BALLOT LANGUAGE

A	SAN DIEGO COUNTY TRANSPORTATION IMPROVEMENT PROGRAM.
To relieve traffic congestion, improve safety, and match state/federal funds by:	
<ul style="list-style-type: none">• Expanding I-5, I-8, I-15, SR 52, SR 54, SR 56, SR 67, SR 76, SR 78, SR 94, SR 125, I-805;• Maintaining/improving local roads;• Increasing transit for seniors and disabled persons;• Expanding commuter express bus, trolley, Coaster services;	
Shall San Diego County voters continue the existing half-cent transportation sales tax (SDCRTC Ordinance 04-01) for forty years, including creating an Independent Taxpayer Oversight Committee to conduct yearly audits ensuring voter mandates are met?	
YES 000 → <input type="radio"/>	
NO 000 → <input type="radio"/>	