

REQUEST FOR COUNCIL ACTION CITY OF SAN DIEGO	CERTIFICATE NUMBER (FOR COMPTROLLER'S USE ONLY) 3000007759
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TO: CITY COUNCIL	FROM (ORIGINATING DEPARTMENT): Transportation&Storm Water Dept	DATE: 11/3/2014
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SUBJECT: Reallocation of TransNet Funding– Amendment to 2014 Regional Transportation Improvement Program (RTIP)

PRIMARY CONTACT (NAME, PHONE): Hasan Yousef,MS 608 533-3012	SECONDARY CONTACT (NAME, PHONE): Wendy Morrow, MS 608 533-3122
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COMPLETE FOR ACCOUNTING PURPOSES

FUND	0	400169	400156	400169	400169
FUNCTIONAL AREA	OTHR-00000000-TR	OTHR-00000000-TR	OTHR-00000000-TR	OTHR-00000000-TR	DEMA-00000000-TR
COST CENTER	2113120013	2113120013	2113140017	2113120013	2113120013
GENERAL LEDGER ACCT	512117	512117	512117	512117	512117
WBS OR INTERNAL ORDER					
CAPITAL PROJECT No.	S00863	S00958	S00880	S00985	S00602
AMOUNT	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

FUND	400169	400677	400169	400169	
FUNCTIONAL AREA	OTHR-00000000-TR	OTHR-00000000-TR	OTHR-00000000-TR	OTHR-00000000-TR	
COST CENTER	2113120014	2113120013	2113120013	2113120013	
GENERAL LEDGER ACCT	512117	512117	512117	512117	
WBS OR INTERNAL ORDER					
CAPITAL PROJECT No.	AIA00001	S00930	AIE00001	AIK00001	
AMOUNT	\$0.00	\$0.00	\$0.00	\$0.00	0.00

COST SUMMARY (IF APPLICABLE): The Fiscal Year 2016 total TransNet program is \$32,007,000. \$10,492,919 in Fiscal Year 2015 TransNet funding will be reallocated. The Fiscal Year 2015 Capital Improvement Program budget will be increased by \$8,765,919.

ROUTING AND APPROVALS

CONTRIBUTORS/REVIEWERS:	APPROVING AUTHORITY	APPROVAL SIGNATURE	DATE SIGNED
Liaison Office	ORIG DEPT.	McFadden, Kris	11/03/2014
Financial Management	CFO		
Environmental Analysis	DEPUTY CHIEF		
Equal Opportunity Contracting	COO		
Comptroller	CITY ATTORNEY		
	COUNCIL PRESIDENTS OFFICE		

PREPARATION OF: RESOLUTIONS ORDINANCE(S) AGREEMENT(S) DEED(S)

1. That the Mayor, or his designee, is authorized to submit to SANDAG revisions to the 2014 Regional

Transportation Improvement Program (RTIP) and approve adjustments to TransNet funded projects as required by SANDAG and outlined in the resolutions to follow and as noted on Attachment A, TransNet Fiscal Year 2016 Proposed Budget and Five Year Program of Projects; Attachment B, TransNet Budget Adjustments; Attachment C, Previously Authorized TransNet Budget Adjustments; and Attachment D, Adjustments to City of San Diego Audit Schedule; and

2. That the Chief Financial Officer is authorized to transfer appropriations totaling \$10,492,919 of which \$7,742,919 is within Fund 400169, TransNet Extension; \$750,000 is within Fund 400677, TransNet ARRA; \$500,000 is within Fund 400156, TransNet Prop A; and \$1,500,000 is within Fund 400174, TransNet RTCIP, as detailed on Attachment B, TransNet Budget Adjustments; and
3. That pursuant to Section 2(C)(1) of the TransNet Extension Ordinance, the City of San Diego certifies that no more than 30 percent of its annual revenues shall be spent on maintenance-related projects; and
4. That pursuant to Section 4(E)(3) of the TransNet Extension Ordinance, the City of San Diego 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 of San Diego's public hearing process; and
5. That pursuant to Section 8 of the TransNet Extension Ordinance, the City of San Diego certifies that it has included an amount of local discretionary funding for street and road purposes in its budget for this fiscal year that is at least equal to the most recently established minimum maintenance of effort requirement adopted by SANDAG and that it intends to continue to do so in each year of the five-year period covered by the RTIP; and
6. That pursuant to Section 9A of the TransNet Extension Ordinance, the City of San Diego certifies that it will extract \$2,653, plus all applicable annual increases, from the private sector for each newly constructed residential housing unit in that jurisdiction and shall contribute such exactions to the Regional Transportation Congestion Improvement Program (RTCIP); and
7. That pursuant to Section 13 of the TransNet Extension Ordinance, the City of San Diego 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; and
8. That pursuant to Section 18 of the TransNet Extension Ordinance, the City of San Diego certifies that each project of \$250,000 or more will be clearly designated during construction with TransNet project funding identification signs; and
9. That the City of San Diego certifies that all other applicable provisions of the TransNet Extension Ordinance have been met; and
10. That the City of San Diego 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 to local TransNet funded projects; and
11. The Chief Financial Officer is authorized to increase the Capital Improvements Program Budget in CIP S00871, West Mission Bay Drive Bridge over San Diego River, and to appropriate and expend \$6,400,000 from Fund 200385, Sea World Traffic Mitigation, for the purpose of providing grant matching funds; and
12. The Chief Financial Officer is authorized to increase the Capital Improvements Program Budget in CIP S00877, Torrey Pines Road Slope Restoration, and to appropriate and expend \$2,365,919 from Fund 400174, TransNet RTCIP, for the purpose of construction.

STAFF RECOMMENDATIONS:
Approve Requested Actions

SPECIAL CONDITIONS (REFER TO A.R. 3.20 FOR INFORMATION ON COMPLETING THIS SECTION)

COUNCIL DISTRICT(S):	Citywide
COMMUNITY AREA(S):	Citywide Communities

ENVIRONMENTAL IMPACT:	This activity is not a “project” and is therefore not subject to CEQA per CEQA Guidelines Sections §15060(c)(3) and §15378(b)(4).
CITY CLERK INSTRUCTIONS:	None

COUNCIL ACTION
EXECUTIVE SUMMARY SHEET
CITY OF SAN DIEGO

DATE: 11/3/2014

ORIGINATING DEPARTMENT: Transportation&Storm Water Dept

SUBJECT: Reallocation of TransNet Funding– Amendment to 2014 Regional Transportation Improvement Program (RTIP)

COUNCIL DISTRICT(S): Citywide

CONTACT/PHONE NUMBER: Hasan Yousef/MS 608 533-3012

DESCRIPTIVE SUMMARY OF ITEM:

This action will authorize budget adjustments to TransNet funded projects and provide the required City Council resolutions to authorize the amendment to the 2014 Regional Transportation Improvement Program (RTIP) in compliance with SANDAG Board Policy No. 31, Rule No. 7, Program of Projects Approval Process and Amendments; and will increase the Capital Improvements Program Budget by \$8,765,919.

STAFF RECOMMENDATION:

Approve Requested Actions

EXECUTIVE SUMMARY OF ITEM BACKGROUND:

The Regional Transportation Improvement Program (RTIP) is a multi-billion dollar, multi-year program of transportation projects including the TransNet funded projects. TransNet is a local half-cent sales tax which pays for upgrades to streets, highways, and transit systems. State and Federal laws require SANDAG as the Region's Metropolitan Planning Organization and the Regional Transportation Planning Agency to develop and adopt the RTIP. The San Diego Transportation Improvement Program Ordinance and Expenditure Plan provides that SANDAG, acting as the Regional Transportation Commission, shall approve a multi-year program of projects submitted by local jurisdictions identifying transportation projects eligible to use TransNet funding. The 2014 RTIP covers Fiscal Years 2014 through 2018. Since the RTIP is a biennial program, agencies have the ability to submit to SANDAG quarterly amendments to the RTIP. The signed resolution adopted through this City Council action will authorize the amendment to the RTIP and is due to SANDAG by June 6, 2015. The SANDAG Board is scheduled to adopt the amendment on July 17, 2015.

The estimated TransNet revenue for Fiscal Year 2016 is \$32,007,000. As shown on the "TransNet 2016 Proposed Budget and Five Year Program of Projects" (Attachment A), \$18,829,521 is allocated to the Capital Improvements Program (CIP), and \$13,177,479 is allocated for non-CIP functions including \$9,506,079 for street maintenance work. The projects and budget allocations identified on the "TransNet 2016 Proposed Budget and Five Year Program of Projects" are included in the City's proposed Fiscal Year 2016 CIP budget released on April 15, 2015 and will be submitted for inclusion in the 2014 RTIP via SANDAG's ProjectTrak system.

The Transportation & Storm Water Department has identified a number of funding reallocations among Capital Improvement Program projects as part of its on-going cash management of transportation funds. Transfers among TransNet funded projects are detailed on Attachment B

and include additional construction funding for the Old Otay Mesa Road Westerly project, State Route 163 and Clairemont Mesa Interchange, Holly Drive Improvements, State Route 163 and Friars Road Improvements, Pop-Outs at 38th and Wightman Streets, and the Mira Mesa Traffic Signal Interconnect Project. Staff has determined that budgets in current projects exceed their anticipated expenditure needs as noted on the attachment and are therefore available to fund other high priority projects.

Approval of this City Council action will also allow adjustments needed according to the “Adjustments to City of San Diego Audit Schedule” (Attachment C) by transferring and reauthorizing funding to bring the City into compliance with 2014 SANDAG audit procedures. These adjustments do not affect the City’s budget.

CITY STRATEGIC PLAN GOAL(S)/OBJECTIVE(S):

Goal #2: Work in partnership with all of our communities to achieve safe and livable neighborhoods.

Objective #3: Invest in infrastructure.

Objective #4: Foster services that improve quality of life.

FISCAL CONSIDERATIONS:

The Fiscal Year 2016 total TransNet program is \$32,007,000 based on SANDAG’s revenue forecast dated January 30, 2015. Additionally, this action will authorize the re-programming of \$10,492,919 in TransNet funding as detailed on Attachment B and will increase the Fiscal Year 2015 Capital Improvement Program budget by \$8,765,919.

EQUAL OPPORTUNITY CONTACTING:

This action does not authorize entering into any contract or agreement; however, future contracts or agreements associated with this action will be subject to the City’s Equal Opportunity Contracting (San Diego Ordinance No. 18173, Section 22.2701 through 22.2708) and Non-Discrimination in Contracting Ordinance (San Diego Municipal Code Sections 22.3501 through 22.3517).

PREVIOUS COUNCIL and/or COMMITTEE ACTION:

This item is scheduled to be heard at Infrastructure Committee on April 23, 2015.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:

SANDAG’s RTIP, including all amendments submitted by the local agencies including the City of San Diego, will have a 15 day public notice prior to being heard by the SANDAG Board.

KEY STAKEHOLDERS AND PROJECTED IMPACTS: Citywide communities

McFadden, Kris
Originating Department

Deputy Chief/Chief Operating Officer

TRANSNET Fiscal Year 2016 Proposed Budget and Five Year Program of Projects

WBS	Project Title	Council District	Proposed 2016	Proposed 2017	Proposed Fiscal Year 2018	Proposed Fiscal Year 2019	Proposed Fiscal Year 2020
S-00851	State Route 163 and Friars Road, Phase I	7	12,000,000				
S-00871	West Mission Bay Drive Bridge over San Diego River	2		3,250,000			
S-00915	University Avenue Mobility Project	3		3,200,000			
S-00944	Bayshore Bikeway	8	30,000				
S-14009	SR94/Euclid Ave Interchange Improvements	4		3,050,000			
S-11060	Olay Truck Route Widening Phase 4	8	4,450,000	9,700,000			
	Stand-Alone Projects Total		16,480,000	19,200,000	0	0	0
	Citywide Annual Allocations - Transportation Projects						
A-IA.00001	Minor Bicycle Facilities	Citywide			750,000	750,000	750,000
A-ID.00005	Resurfacing of City Streets	Citywide			15,578,202	16,814,514	18,086,862
A-IE.00001	Bridge Rehabilitation - Citywide	Citywide	1,000,000		500,000	500,000	500,000
A-IG.00001	Median Installation	Citywide			100,000	100,000	100,000
A-IH.00001	Street Lights - Smart Growth Areas	Citywide			100,000	100,000	100,000
A-IK.00001	New Walkways (Sidewalks - Citywide)	Citywide		728,619	1,000,000	1,000,000	1,000,000
A-IK.00002	School Traffic Safety Improvements	Citywide			200,000	200,000	200,000
A-IL.00001	Traffic Control/Calming Measures - Smart Growth Areas	Citywide			1,000,000	1,000,000	1,000,000
A-IL.00002	Traffic Signal Interconnect Projects	Citywide	1,349,521		100,000	100,000	100,000
A-IL.00004	Traffic Signals - Citywide	Citywide			750,000	750,000	750,000
A-IL.00005	Traffic Signals - Modifications/Modernization	Citywide			1,050,000	1,050,000	1,050,000
	Annual Allocation Total		2,349,521	728,619	21,128,202	22,364,514	23,636,862
	Total CIP Program		18,829,521	19,928,619	21,128,202	22,364,514	23,636,862
	Administrative Expenditures -1%		320,070	335,930	353,240	371,080	389,440
	Maintenance - 30%		9,506,079	9,977,121	10,491,228	11,021,076	11,566,368
	Congestion Relief/Traffic Engineering Operations		3,283,730	3,283,730	3,283,730	3,283,730	3,283,730
	RAMS Payment		67,600	67,600	67,600	67,600	67,600
	Total = CIP + Administration + Maintenance + Congestion Relief		32,007,000	33,593,000	35,324,000	37,108,000	38,944,000
	* Total Estimated SANDAG Revenue		32,007,000	33,593,000	35,324,000	37,108,000	38,944,000

TRANSNET BUDGET ADJUSTMENTS

Amount	Fund	Transfer from:		Transfer to		Comment:
		CIP		CIP		
\$35,000	TransNet Extension (400169)	34th & 5th at Madison Improvements/S00922		Holly Drive Street Improvements/S11033		For increased construction costs; bids came in low for 34th & 35th Street project
\$40,000	TransNet Extension (400169)	San Diego River Multi Use Path/S00958		Holly Drive Street Improvements/S11033		For increased construction costs; Multi use path project is complete
\$500,000	TransNet ARRA (400677)	West Mission Bay Drive Bridge/S00871		Old Otay Mesa Road Westerly/S00870		W Mission Bay Drive Bridge eligible for Sea World Traffic Mitigation funding that will replace TransNet transferred out via this action
\$200,000	TransNet Extension (400169)	Traffic Calming/AIL00001		Old Otay Mesa Road Westerly/S00870		No additional funding required for existing sublet projects this fiscal year
\$214,026	TransNet Extension (400169)	Sorrento Valley Rd & I5 Interchange/S00914		Old Otay Mesa Road Westerly/S00870		Sorrento Valley Rd/I5 project will be transferred to other agency; determined to be rail project
\$335,974	TransNet Extension (400169)	Bridge Rehabilitation/AIE00001		Old Otay Mesa Road Westerly/S00870		No additional funding required for existing sublet projects this fiscal year
\$350,000	TransNet Extension (400169)	New Walkways/AIK00001		Old Otay Mesa Road Westerly/S00870		For increased construction costs; bids higher than estimate; available funding in annual allocation; current year needs have been met
\$500,000	TransNet Extension (400169)	West Mission Bay Drive Bridge/S00871		Old Otay Mesa Road Westerly/S00870		W Mission Bay Drive Bridge eligible for Sea World Traffic Mitigation funding that will replace TransNet transferred out via this action
\$3,400,000	TransNet Extension (400169)	Resurfacing Citywide/AID00005		Old Otay Mesa Road Westerly/S00870		Other funding sources can be utilized to meet current year needs
\$500,000	TransNet Prop A (400156)	Miramar Road-I-805 Easterly Ramps/S00880		Old Otay Mesa Road Westerly/S00870		Miramar Rd on hold due to eminent domain proceedings
\$2,365,919	TransNet Extension (400169)	Torrey Pines Road Slope/S00877		SR 163/Friars Road/S00851		Required funding for construction
\$250,000	TransNet ARRA (400677)	38th Street Improvements/S00930		SR163/Clairemont Mesa Interchange/S00905		For increased construction costs; bids higher than estimate; ; 25th Street in construction- project manager has identified excess funding
\$43,000	TransNet Extension (400169)	New Walkways/AIK00001		SR163/Clairemont Mesa Interchange/S00905		For increased construction costs; bids higher than estimate; available funding in annual allocation; current year needs have been met
\$150,000	TransNet Extension (400169)	25th Street Renaissance/S00985		SR163/Clairemont Mesa Interchange/S00905		For increased construction costs; bids higher than estimate; ; 25th Street in construction- project manager has identified excess funding
\$109,000	TransNet Extension (400169)	25th Street Renaissance/S00985		Traffic Calming/AIL00001		Construction funding for 38th St @ Wightman Pop Outs (B13087); 25th Street in construction- project manager has identified excess funding
\$300,000	TransNet RTCIP (400174)	New Walkways/AIK00001		Traffic Signal Interconnect Systems/AIL00002		For Mira Mesa Interconnect
\$1,200,000	TransNet RTCIP (400174)	Torrey Pines Road Improvement Phase 2/S15023		Traffic Signal Interconnect Systems/AIL00002		For Mira Mesa Interconnect; Torrey Pines Road is in design phase; construction funding required in Fiscal Year 2014
\$10,492,919						

TRANSNET BUDGET ADJUSTMENTS AUTHORIZED PER CITY COUNCIL ACTION R-309357

Amount	Fund	Transfer from:	Transfer to	Comment:
		CIP	CIP	
\$39,003.09	TransNet Prop A (400156)	Street Lights/AIH00001	Traffic Calming/AIL00001	To fund Electronic Speed Signs in non-Smart Growth areas
\$84,911.14	TransNet Prop A (400156)	Coop Traffic Signals/AIL00003	Resurfacing of City Streets/AID00005	Cooperative Traffic Signals annual no longer being funded
\$0.64	TransNet Prop A (400156)	Traffic Signal Mods/AIL00005	Resurfacing of City Streets/AID00005	To consolidate funding
\$222,886.67	TransNet Extension (400169)	Street Lights/AIH00001	Resurfacing of City Streets/AID00005	No identified locations for new street lights in non-Smart Growth areas
\$8,589.00	TransNet Extension (400169)	Coop Traffic Signals/AIL00003	Resurfacing of City Streets/AID00005	Cooperative Traffic Signals annual no longer being funded
\$591,943.49	TransNet Extension (400169)	Traffic Signal Mods/AIL00005	Resurfacing of City Streets/AID00005	Current TS Mods projects funded; additional funding to be allocated in FY2016
\$100,000.00	TransNet Extension (400169)	43rd St Reconfiguration /S00845	Resurfacing of City Streets/AID00005	43rd Street project is complete; funding identified as excess
\$2,000,000.00	TransNet Extension (400169)	University Ave Mobility/S00915	Resurfacing of City Streets/AID00005	University Ave delayed due to EIR; construction of Phase I & 2 combined for FY2017
\$3,000,000.00	TransNet Extension (400169)	W Mission Bay Dr Bridge/S00871	Resurfacing of City Streets/AID00005	Construction grant match funding for the West Mission Bay Drive Bridge will need to be allocated from future year TransNet revenue
\$1,000,000.00	TransNet Extension (400169)	Georgia St Bridge/S00863	Resurfacing of City Streets/AID00005	Toll credits will be available for matching funds of \$1m in the Georgia Street Bridge project
\$1,500,000.00	TransNet Extension (400169)	SR163/Friars/S00851	Coastal Rail Trail/S00951	Cooperative Agreement with Caltrans will determine when funding is required for the SR163/Friars Road Project; funding will need to be allocated from future year TransNet revenue
\$500,000.00	TransNet Extension (400169)	SR163/Friars/S00851	Mission Beach Boardwalk/S00726	
\$10,000.00	TransNet Extension (400169)	Minor Bike Facilities/AIA00001	SR 56 Bike Interchanges/S00955	To complete installation of "no turn on red" signal
\$9,057,334.03	TOTAL			

TRANSNET BUDGET ADJUSTMENT AUTHORIZED PER CITY COUNCIL ACTION R-309361

Amount	Fund	Transfer from:	Transfer to	Comment:
		CIP	CIP	
\$250,000.00	TransNet Extension (400169)	W Mission Bay Dr Bridge/S00871	Ted Williams Parkway Overcrossing/S00941	For additional construction needs

TRANSNET BUDGET ADJUSTMENT AUTHORIZED PER FISCAL YEAR 2015 APPROPRIATION ORDINANCE 20389 Section 2, Part C.2 "transfer unexpended balances (from closed projects) to the underfunded projects"

Amount	Fund	Transfer from:	Transfer to	Comment:
		CIP	CIP	
\$21,909.52	TransNet Prop A (400156)	Mira Sorrento Place/S00878	Resurfacing of City Streets/AID00005	Eligible project on "Waterfall" list
\$104,706.08	TransNet Extension (400169)	Mira Sorrento Place/S00878	Resurfacing of City Streets/AID00005	Eligible project on "Waterfall" list
\$10,073.54	TransNet Extension (400169)	Park Boulevard and Essex Street/S11054	Resurfacing of City Streets/AID00005	Eligible project on "Waterfall" list
\$17,126.23	TransNet Prop A (400156)	FY12 Asphalt Overlay Group 1/S12030	Resurfacing of City Streets/AID00005	Eligible project on "Waterfall" list
\$121,082.53	TransNet Extension (400169)	FY12 Asphalt Overlay Group 1/S12030	Resurfacing of City Streets/AID00005	Eligible project on "Waterfall" list
\$274,897.90	TOTAL			

TRANSNET BUDGET ADJUSTMENT AUTHORIZED PER FISCAL YEAR 2015 APPROPRIATION ORDINANCE 20389 Section 2, Part C.5 "reallocate revenue sources"

Amount	Fund	Transfer from:	Transfer to	Comment:
		CIP	CIP	
\$482,514.86	TransNet Extension (400169)	Juan Street Concrete Street/S00602	Resurfacing of City Streets/AID00005	Net zero exchange of funding to meet bond expenditure requirements

\$10,064,746.79 Total of Previously Authorized Transfers

Fiscal Year 2014 Transnet Audit Schedule Adjustments

MPO ID	CIP	Project Title	FY14 Audit Schedule Balance (TransNet 1)	Audit Schedule Adjustments	Fiscal Year 2014 Ending Balance	2014 RTIP Programming LSR-Cash
SD01	S-00894	Alvarado Canyon Rd Realignment	120,758	(120,758)	-	-
SD06	S-00865	Aldine Drive and Fairmount Ave. Slope Restoration	2,484	-	2,484	2,484
SD09	AIK00001/AIK00003	Sidewalks	246,933	(191,919)	55,014	55,014
SD15	A-IH.00001	Street light installation	156,727	409,680	566,407	566,407
SD16A	AIL00003/AIL00004/A	Traffic Signals - Citywide	525,828	-	525,828	525,828
SD17	A-IE.00002	Guard Rails - AA	192,109	(3,768)	188,341	188,341
SD18	AIL00001	Traffic Calming	129,494	418,135	547,629	547,629
SD19	S-00864	Streamview Drive	262,560	(252,808)	9,752	9,752
SD23	A-CA.00001	Drainage Projects	(161,919)	445,133	283,214	283,214
SD24	A-IF.00001	Coastal Erosion	(3,769)	3,769	-	-
SD29	S-00845	43rd Street Widening - Logan Avenue to I-805	391,228	(391,228)	-	-
SD38	S-00863	Georgia Street Bridge	1,560,041	(1,340,880)	219,161	219,161
SD70	S-00871	West Mission Bay Drive Bridge over San Diego	122,300	(122,300)	-	-
SD83	S-00851	SR 163 @ Friars Road	127,758	(126,801)	957	957
SD92	S-00704	Washington St and India	5,148	(5,148)	-	-
SD96	A-ID.00005	Resurfacing of City Streets	-	934,142	934,142	934,142
SD97	A-IK.00002	School Traffic Safety Improvements	377,689	(365,511)	12,178	12,178
SD99	A-IE.00001	Bridge Rails	123,262	(78,109)	45,153	45,153
SD101	S-00862	First Avenue bridge over Maple Canyon rehabilitation	332,577	(332,577)	-	-
SD103	S-00839	I-5/Genesee Ave Interchange	-	101,927	101,927	101,927
SD106	S-00726	Mission Beach Boardwalk	85,996	43,057	129,053	129,053
SD112	S-00856	Via de La Valle, San Andreas Rd to El Camino Real	30,566	2,251	32,817	32,817
SD114	S-00946	Rose Creek Bikeway	217,784	(217,784)	-	-
SD120	S-00958	San Diego River Multi-use Bicycle and Pedestrian Path	-	3,424	3,424	3,424
SD127	S-00941	Shoal Creek Pedestrian Bridge - Phase I	20,091	41,045	61,136	61,136
SD129	S-00915	University Ave Mobility Study	(16)	11,815	11,799	11,799
SD130	S-00912	Skyline Drive - Street Enhancement	205,278	(205,278)	-	-
SD133	S-00878	Vista Sorrento Pkwy @I-805 Modification	404,411	(382,501)	21,910	21,910
SD135	S-00728	North Harbor Drive Bridge over Navy Estuary	75,394	(75,394)	-	-
SD137	S-00913	Palm Avenue/SR 75 Concept Study	177,272	(177,272)	-	-
SD139	S-00939	Laurel Street Bridge Over SR163	177,936	127,064	305,000	305,000
SD154	S-00928	La Jolla Mesa Drive Sidewalk	(15,553)	104,406	88,853	88,853
SD156	S-00922	35th & 34th @Madison	2,940	(2,940)	-	-
SD157	S-00921	Cherokee Street Improvements	1,253	(1,253)	-	-
SD161	A-ID.00003	Preliminary Engineering for Congestion Relief Projects	639,989	(639,989)	-	-
SD164	S-00880	Miramar Road	764,061	(163,358)	600,703	600,703
SD166	A-IA.00001	Minor Bicycle Facilities	(54,849)	135,961	81,112	81,112
SD171	S-00965	Taylor St Bikeway	247,126	(247,126)	-	-
SD172	A-ID.00002	Transportation Grant Matches	402,682	(402,682)	-	-
SD173	S-00930	38th Improvements	5,995	(5,995)	-	-
SD175	S-00609	Talbot Street Slope restoration	141,722	(10,182)	131,540	131,540
SD208	S-00602	Juan St Reconstruction	(74,729)	2,258,560	2,183,831	2,183,831
SD210	S-00988	Five Points Neighborhood Pedestrian Impr	(1,645)	1,645	-	-
SD212	S-11033	Holly Drive Street Improvements	-	140,000	140,000	140,000
SD215	S-12030	FY12 Asphalt Overlay Group 1	(642,921)	660,047	17,126	17,126
SD216	S-12031	FY12 Asphalt Overlay Group 2	2,674	(2,674)	-	-
SD219	S-10130	Stockton Street Lights	15,172	(15,172)	-	-
SD226	S-00870	Old Otay Mesa Road Improvements	-	39,346	39,346	39,346
		Total LSR Cash to be Programmed in RTIP	7,339,837	-	7,339,837	7,339,837
			FY14 Audit Schedule Balance (TransNet 2)	Audit Schedule Adjustments	Fiscal Year 2014 Ending Balance	
SD01	S-00894	Alvarado Canyon Rd Realignment	60,951	(60,951)	-	Complete project
SD216	S-12031	FY12 Asphalt Group 2	183,055	(183,055)	-	Complete project
SD216	S-12031	FY12 Asphalt Group 2 ARRA	16,718	(16,718)	-	Complete project
SD31	S-00859	Carmel Valley Road	19,411	45,117.00	64,528	
SD127	S-00941	Shoal Creek Pedestrian Bridge	(162,539)	198,889	36,350	
SD127	S-00941	Shoal Creek Pedestrian Bridge (ARRA)	(139,279)	16,718	(122,561)	
		Total TransNet 2 Adjustments	(21,683)	-	(21,683)	
Programming of TransNet Local Streets Improvements Carry Over Funding to Conform with City Budget						
MPO ID	CIP	Project Name	Current RTIP Programming	City Budget	RTIP Adjustment	
SD34	S00856	El Camino Real Bridge Widening	625,000	925,000	300,000	
SD102A	S11060	Otay Truck Route Phase 4	816,907	800,000	(16,907)	
SD156	S00922	34th & 35th at Madison	1,409,373	1,370,854	(38,519)	
SD108	S00944	Bayshore Bikeway	130,000	300,000	170,000	
SD38	S00863	Georgia Street Bridge	2,390,000	2,939,367	549,367	
SD208	S00602	Juan Street Reconstruction	3,070,329	2,753,673	(316,656)	
SD179	S00907	Linda Vista Rd @ Genesee	827,000	835,000	8,000	
SD175	S00609	Talbot Street Slope	823,000	1,156,000	333,000	

Accounting Table

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***TransNet* ORDINANCE AND EXPENDITURE PLAN RULES**

The following rules 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 rules is to implement the provisions of the original *TransNet* Ordinance (87-1) and the *TransNet* Extension Ordinance (04-01) and amendments thereto.

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

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

Amendment: Repealed November 18, 2005. This rule was superseded by Rule #11.

Rule #2: Loan of Funds for Privately Funded Projects

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

Amendment: Amended November 18, 2005

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.

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

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

Amendment: Amended November 18, 2005

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 percent 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.

Rule #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 November 18, 2005

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.

Rule #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 November 18, 2005

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.

Rule #6: Fund Accounting and Interest Allocation

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

Amendment: Amended November 18, 2005

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.

Rule #7: Program of Projects Approval Process and Amendments

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

Amendments: Amended November 18, 2005, December 15, 2006, December 21, 2007, and September 26, 2008

Text: Each local agency shall develop a five-year list of projects to be funded with *TransNet* revenues under Section 2D of Ordinance 87-1 and Section 4D of Ordinance 04-01 in accordance with the Regional Transportation Improvement Program (RTIP) update schedule. All projects a local agency wishes to include in its Program of Projects (POP) must be consistent with the long-range Regional Transportation Plan and approved by the Commission for inclusion in the RTIP. A local agency's projects shall not receive Commission approval until the Commission receives a resolution from the local agency that documents that the local agency held a noticed public meeting with an agenda item that clearly identified the proposed list of projects prior to approval by the local agency's legislative body of the projects. The language that must be included in the resolution and the deadlines for submission shall be prescribed by the Commission. The resolution shall contain the provisions set forth in Rule #15.

A POP amendment shall be initiated when a local agency desires to revise the approved POP, which includes but is not limited to, adding a new project, deleting an existing project, revising the project scope, or otherwise changing the *TransNet* funds programmed. A *TransNet* POP amendment must be consistent with the requirements outlined in the RTIP. Projects proposed in the amendment must first be approved by the governing body of the local agency within the preceding 12 months. The local agency shall initiate the amendment process by holding a noticed public meeting with an agenda item that clearly identifies the proposed project amendments and submitting a resolution using the language and deadlines

prescribed by the Commission as documentation of governing body approval. The amendment must be approved by the Commission prior to the expenditure of funds on the new or amended projects.

Rule #8: Determination of New Transit Services

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

Amendment: Amended November 18, 2005

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 systemwide 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 the 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 North County Transit District (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.

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

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

Amendment: Amended November 18, 2005

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 Rule Number 8 – Determination of New Transit Services.

2. Divide the number of new miles of service by the systemwide 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 NCTD and be made available to the operator chosen to operate the new services.

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

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

Amendment: Amended November 18, 2005

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 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.

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

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

Amendment: Amended November 18, 2005, and December 21, 2007

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 TDA funds, then the *TransNet* funds.

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

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

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.

Rule #13: Investments

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

Amendment: Repealed November 18, 2005. This rule has been superseded by the Annual Investment Policy Update (see Resolution No. 2006-06 approved at the September 23, 2005, SANDAG Board of Directors meeting).

Rule #14: Capital Equipment Acquisition Loans to SANDAG

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

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.

Rule #15: Local Agency Hold Harmless Agreements

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

Text: Each local agency shall be required to hold harmless and defend the Commission against challenges related to local *TransNet* projects. This rule 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.

Rule #16: Repayment of Commercial Paper Program Proceeds

Adoption Date: September 23, 2005

Amendment: Amended November 18, 2005

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.

Rule #17: Fiscal and Compliance Audits

Adoption Date: November 18, 2005

Amendment: Amended July 24, 2009, November 19, 2010, and November 18, 2011

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 Plans (87-01 and 04-01).

Pursuant to the *TransNet* Extension Ordinance (04-01), the Independent Taxpayer Oversight Committee (ITOC) is responsible for the conduct of an annual fiscal audit and compliance audit of all *TransNet*-funded activities beginning with the FY 2009 audit. In order to complete the audits in a timely manner, the following audit schedule is set forth:

- A. July/August: ITOC designee and appropriate SANDAG staff coordinate 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 and perform 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. December 1 (required deadline): Regional Transportation Congestion Improvement Program (RTCIP) expenditure plan and financial records must be submitted for a review and audit.
- D. November/December: Auditors issue preliminary draft reports to both SANDAG and the recipient agencies no later than December 31. Recipient 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 of preliminary draft report issuance.
- E. March: Auditors issue a report of compliance audit results and present to ITOC at its March meeting. ITOC presents initial finding(s) of the audit and its recommendations to the Transportation Committee.
- F. May: ITOC issues all compliance reports and adopts the annual report.

- G. June: The ITOC annual report, which includes results of the annual audit and its process, is presented to the SANDAG Board of Directors.

ITOC Responsibility: In accordance with the ITOC Responsibilities Section of the attachment to Commission Ordinance CO-04-01 entitled "STATEMENT OF UNDERSTANDING REGARDING THE IMPLEMENTATION OF THE INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE FOR THE *TRANSNET* PROGRAM", ITOC will 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, and will prepare an annual report for presentation to the SANDAG Board of Directors that includes the results of the annual audit process.

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 for initial draft acceptance by the ITOC (per Rule #17(I)(E)), 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 noncompliance of the Ordinance. SANDAG will withhold future *TransNet* payments (except for required debt service payments) until the audit draft is completed and accepted by the ITOC.

II. Ordinance Requirements

Section 4(C)(5) of the *TransNet* Extension Ordinance contains the fiscal and compliance audit requirements applicable beginning in FY 2009.

Section 8 of the Ordinance contains the Maintenance of Effort requirements for the local agencies.

Section 9 of the Ordinance and the attachment "*TransNet* EXTENSION REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM" contain the Regional Transportation Congestion Improvement Program (RTCIP) requirements for the local agencies.

Section 11 of the Ordinance and the attachment to Commission Ordinance CO-04-01 entitled "STATEMENT OF UNDERSTANDING REGARDING THE IMPLEMENTATION OF THE INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE FOR THE *TRANSNET* PROGRAM" contains the ITOC spending requirements.

Section 12 of the Ordinance contains the Administrative Expenses requirements for SANDAG.

III. Audit Adjustments

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:

- A. 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).
1. Completed projects: once a project is identified as completed and there are *TransNet* funds remaining with that project, the agency is required to return the money back 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, including interest earned, to the Commission. 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.
 2. Projects with negative balances: if a project ending balance is negative, then a footnote should be provided detailing the subsequent year's intended action.
 3. 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 (see Board Policy No. 035 for project completion deadlines and other Competitive Grant Program Procedures). Closed projects should no longer show in the following year's audit and any funds remaining must be returned to SANDAG (see instructions in Section III(A)(1)).
- B. This section applies to funding allocated for the specified projects under the 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).
1. Completed projects: once a project is identified as completed and there are *TransNet* funds remaining with that project, including interest earnings, the agency is required to transfer the balance to another *TransNet*-eligible project (projects included in the approved Program of Projects and in accordance with Section 2(C)(1) of the Ordinance 04-01 for Local Street and Road Formula 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.
 2. Projects with negative balances: if a project ending balance is negative, then a footnote should be provided detailing the subsequent year's intended action.

3. Inactive projects: if a project has had no activity over a period of two audits, other than interest earnings, the agency must either close out the project or note when the project will be completed. Closed projects should no longer show in the following year's audit. Any remaining *TransNet* funds must be transferred to another *TransNet*-eligible project (projects included in the approved Program of Projects and in accordance with Section 2(C)(1) of the Ordinance 04-01 for Local Street and Road Formula projects).
4. Transfer of funds: any transfer of *TransNet* funds from one project to another requires the local agency to provide documentation that its governing body consents to the transfer proposed prior to or concurrent with the final issuance of the annual fiscal and compliance audit. Such documentation shall consist of a signed staff report or resolution. Transfers that require an amendment to the RTIP must follow the amendment process outlined in Rule #7. Transfers between Local Street and Road Formula projects are subject to Rule #18.

IV. Local Agency Balance Limitations

Based on the audit, an agency that maintains a balance of more than 30 percent of its annual apportionment (after debt service payments) must use the remaining balance to fund projects. SANDAG will defer payment until the recipient agency's Director of Finance, or equivalent, submits to SANDAG a certification that the unused balance has fallen below the 30 percent threshold, and will remain below the threshold until such time that a new threshold is determined.

V. Annual Fiscal and Compliance Audit Report to the Board

Pursuant to the *TransNet* Extension Ordinance, beginning with the FY 2009 audits, ITOC is responsible for the annual fiscal and compliance audit of all *TransNet*-funded activities.

Rule #18: Local Street and Road Program

Adoption Date: June 23, 2006

Amendment: Amended July 24, 2009

Text: As specified in Section 2(C)(1) of the Ordinance 04-01, at least 70 percent of the revenues provided for local street and road purposes should be used for congestion relief purposes and no more than 30 percent for maintenance purposes. Grade separation projects are identified in Section 2(C)(1) of Ordinance 04-01 as projects that qualify as congestion relief projects. Attachment 2 provides a set of guidelines to be used in the implementation of this 30 percent maintenance limitation beginning with the 2006 Regional Transportation Improvement Program (RTIP) update. These guidelines apply to the programming of all available local *TransNet* funding (annual formula funds and prior year original *TransNet* carry-over balances) beginning with July 1, 2008 (Fiscal Year 2008-09).

It is the intent of this Section that over the life of Ordinance 04-01, local agencies do not cumulatively use more than 30 percent of the revenues for maintenance-related projects.

Rule #19: Conflict of Interest for ITOC Representatives

Adoption Date: December 15, 2006

Text: The Board intends to make every effort to ensure the representatives selected to serve on the Independent Taxpayers Oversight Committee (ITOC) are free from any bias that would interfere with objective decision making by the ITOC. The Conflict of Interest section of the "Statement of Understanding Regarding the Implementation of the Independent Taxpayer Oversight Committee for the *TransNet* Program," which is part of the *TransNet* Extension Ordinance, states in part: "ITOC members shall not have direct commercial interest or employment with any public or private entity, which receives *TransNet* sales tax funds authorized by this Ordinance." The Board interprets this language to impose the same level of restrictions on the ITOC representatives as those that apply to SANDAG Board members pursuant to California state law found at Government Code sections 87100 *et seq.* and 1090 *et seq.*

Rule #20: Selection Procedures for ITOC Representatives

Adoption Date: December 21, 2007

Text: The "Statement of Understanding Regarding the Implementation of the Independent Taxpayer Oversight Committee for the *TransNet* Program," which is part of the *TransNet* Extension Ordinance, Section 3 under the heading "Membership and Selection Process" of that document states that a Selection Committee shall be established to select the ITOC members from the list of qualified candidates recommended by the technical screening committee. The Selection Committee is to consist of two members of the County of San Diego Board of Supervisors; the Mayor of the City of San Diego; and a mayor from each of the four subregions. It is the mayors from each of the subregions that are to select from among themselves to sit on the Selection Committee, not the representatives who sit on the Board who may or may not be a mayor. The members of the Selection Committee who are mayors from the subregions shall serve for a period of two years or until the designee no longer holds the office of mayor. At the end of this term, the mayors from the affected subregion(s) shall either inform the Clerk of the SANDAG Board that the same representative is being redesignated or identify the new mayor who they have selected to represent their subregion on the Selection Committee.

Rule #21: Accommodation of Bicyclists and Pedestrians

Adoption Date: February 22, 2008

Text: Adequate provisions for bicycle and pedestrian travel is determined within the context of the roadway type, its existing and planned surrounding land uses, existing bicycle and pedestrian plans, and current or planned public transit service.

When addressing the access needs dictated by land use, the responsible agency must consider demand created by current and expected land uses (as determined by the local general plan) within the useful life of the *TransNet* project. The table Appropriate Bicycle and Pedestrian Accommodation Measures provides a guide to appropriate accommodation measures for each transportation facility type and land use context. In the table, “urban” means within the urbanized area as defined by U.S. Census Bureau.

Appropriate Bicycle and Pedestrian Accommodation Measures¹		
Context/Facility Type	Bicycle Measures	Pedestrian Measures
Urban Highway	<ul style="list-style-type: none"> • Required facility type will be based on the recommendations for any regional bikeway corridors in urban highway alignments developed through the 2007 Regional Bicycle Plan. Pending completion of this plan, appropriate bicycle accommodation will be developed on a project by project basis by local and regional authorities in consultation with appropriate stakeholders. • Freeways and freeway interchanges may not eliminate existing bikeways or preclude planned bikeways on local streets and roads. 	<ul style="list-style-type: none"> • Continuous sidewalks and marked crosswalks through freeway interchanges where sidewalks exist or are planned on the intersecting roadway. • Where new freeway construction severs existing pedestrian access, grade separated pedestrian crossings with no more than 0.3 mile between crossings.
Transit Project	<ul style="list-style-type: none"> • Bicycle lockers and racks at stations sufficient to meet normal expected demand. • Bicycle access to all transit vehicles except those providing exclusive paratransit service to the disabled as required by the Americans with Disabilities Act. • Transit priority measures on roadways may not prevent bicycle access. 	<ul style="list-style-type: none"> • Direct sidewalk connections between station platforms and adjacent roadway sidewalks. • Pedestrian crossings where a new transit way severs existing pedestrian access with no more than 0.3 miles between crossings.
Major Urban Street	<ul style="list-style-type: none"> • Class 2 bike lanes 	<ul style="list-style-type: none"> • Continuous sidewalks or pathways², both sides of the street with marked crosswalks at traffic controlled intersections. • ADA compliant bus stop landings for existing and planned transit service.

Appropriate Bicycle and Pedestrian Accommodation Measures¹		
Context/Facility Type	Bicycle Measures	Pedestrian Measures
Urban Collector Street (design speed >35 mph)	<ul style="list-style-type: none"> Class 2 bike lanes 	<ul style="list-style-type: none"> Continuous sidewalks or pathways², both sides of the street with marked crosswalks at traffic controlled intersections. ADA compliant bus stop landings for existing and planned transit service.
Urban Collector Street (design speed ≤ 35 mph)	<ul style="list-style-type: none"> Shared roadway. Where planned average daily motor vehicle traffic exceeds 6,500, the outside travel lane should be at least 14 feet wide. 	<ul style="list-style-type: none"> Continuous sidewalks or pathways² both sides of the street. ADA compliant bus stop landings for existing and planned transit service.
Urban Local Street	<ul style="list-style-type: none"> Shared roadway 	<ul style="list-style-type: none"> Continuous sidewalks or pathways² both sides of the street. ADA compliant bus stop landings for existing and planned transit service.
Rural Highway	<ul style="list-style-type: none"> Minimum 8-foot paved shoulder 	<ul style="list-style-type: none"> ADA compliant bus stop landings for existing bus stops.
Rural Collector Road	<ul style="list-style-type: none"> Minimum 8-foot paved shoulder 	<ul style="list-style-type: none"> Not required with no fronting uses. Paved or graded walkway consistent with community character on streets with fronting uses. ADA compliant bus stop landings for existing bus stops.
Rural Local Road	<ul style="list-style-type: none"> Minimum 6-foot paved shoulder 	<ul style="list-style-type: none"> Not required with 85th percentile speeds ≤ 25 mph. Paved or graded walkway consistent with community character on streets with fronting uses and 85th percentile speeds > 25 mph. ADA compliant bus stop landings for existing bus stops.
<p>¹ Application of these accommodation measures is subject to sound planning and engineering judgment to ensure the facility is reasonable and appropriate within the land use and transportation context of the overall project.</p> <p>² Unpaved pathways of decomposed granite or other suitable material that are set back from the roadway where feasible would be considered appropriate only on roads serving areas that are rural in nature.</p>		

Where a local jurisdiction has a bicycle or pedestrian master plan adopted by the city council or Board of Supervisors and approved by SANDAG, the local agency may use that plan to determine the appropriate means of accommodating bicyclists and pedestrians in a given project and at a minimum provide the facilities called for in the plan. These plans must be updated and approved no less than every five years to qualify as a means of satisfying this provision.

Best Available Standards. All bicycle facilities must be designed to the standards established in the California Highway Design Manual, Chapter 1000. Bicycle parking facilities should conform to the guidelines established in the Regional Bicycle Plan adopted by SANDAG. Shared roadways on collector streets should have a curb lane or curb lane plus shoulder that measures at least 14 feet. Where parallel parking is in place, consideration should be given to installing the shared lane pavement marker. All sidewalks must be designed consistent with the design standards established in the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, the Department of State Architect's California Access Compliance Reference Manual, and the U.S. Department of Transportation's ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). Consistency with the design recommendations in SANDAG's *Planning and Designing for Pedestrians* is encouraged.

Bicycle and Pedestrian Accommodation in Reconstruction Projects. Street and road reconstruction is the time to re-evaluate the function of a road and its context, and to reallocate the right-of-way if appropriate to meet the needs of bicyclists and pedestrians. An agency is not required to acquire additional right of way to improve bicycle and pedestrian access. However, the agency should consider reduced motor vehicle lanes and lane widths, and reduced median widths as a means of providing the appropriate bicycle or pedestrian facility. While such an evaluation is recommended for reconstruction projects of any size, compliance with these guidelines is required for "major" reconstruction projects meeting the definitions established under Rule 18 of SANDAG Board Policy No. 031 regarding the guidelines for implementing the "70/30" requirement.

When Provisions for Bicyclists and Pedestrians Accommodation May Be Excluded. Section 4(E)(3) is based on the premise that pedestrians and bicyclists need safe and convenient access to the same destinations as other users of the public right of way. Consequently, those portions of the transportation network where pedestrians and bicyclists need not be accommodated are the exception, and the decision not to provide for them in a construction or major reconstruction project must be made by the responsible agency for good cause such as severe topographic or biological constraints. Any impacts on the roadway's motor vehicle capacity that result from providing for pedestrian and bicycle access would not, in themselves, justify excluding bicycle and pedestrian facilities. However, these impacts and their mitigation costs should be considered in determining if the cost of providing the facilities is disproportionate to the probable use.

This provision only requires an agency to provide appropriate bicycle or pedestrian facilities that are within the construction or reconstruction area of the project. Consideration of the provision of sidewalks as part of major rehabilitation roadway projects involving only new pavement overlays of 1-inch thickness or greater (see Rule 18 under Board Policy 031) on streets where sidewalks do not currently exist would only be required if curb, gutter, and related drainage facilities were already in place.

The cost of providing for bicycle and pedestrian access can vary significantly relative to the overall project cost. For this reason, specifying a proportional or absolute limit on spending for bicycle or pedestrian improvements relative to probable use would not allow the kind of discretion necessary to make a significant investment in facilities when necessary, or to withhold an investment when the benefits are marginal. Therefore, the decision to exclude accommodations for bicyclist and pedestrians must be a policy-level decision made by the Board or city council based on the body of information about context, cost, and probable use available at the time. Such a decision must be made in the public hearing required by Section 5(A) of the Ordinance.

Pedestrian Access. Sidewalks or other walkways may be excluded from a project when it can be demonstrated that there are no uses (including bus stops) that would create demand for pedestrian access. In making this determination, the agency must consider the potential for future demand within the useful life of the project. Access to and from public transit, including crossing improvements, also must be considered and accommodated where there is existing or planned transit service.

Bicycle Access. A new project or major reconstruction project may not include the expected bikeway treatment when a suitable parallel route with the appropriate accommodations exists that would require no more than ¼-mile total out of direction travel.

Procedures for Excluding Accommodations for Pedestrians and Bicyclists from Projects.

When an agency determines not to include bicycle or pedestrian accommodations in a project because the cost of doing so would be excessively disproportionate to the need or probable use, the agency must include a notice of that decision in the notice of the public hearing required by Sections 5(A) and Section 6 of the Ordinance. In submitting the project to SANDAG for inclusion in the *TransNet* Program of Projects as part of the Regional Transportation Improvement Program (RTIP) process, the agency must notify SANDAG that bicycle and/or pedestrian facilities, as described in Table 1 or in its bicycle or pedestrian master plan, will not be included in the project along with written justification for that decision. The decision and justification is subject to review and comment by SANDAG through the Bicycle-Pedestrian Working Group, which would forward its comments to the SANDAG Transportation Committee. The Independent Taxpayer Oversight Committee also would review and comment on such projects as part of its role in the RTIP process. The Transportation Committee in approving the *TransNet* Program of Projects must make a finding that the local decision not to provide bicycle or pedestrian facilities is consistent with the provisions of this Ordinance prior to approving the project for funding under the *TransNet* Program. If this consistency finding is not made, the agency would have the opportunity to revise its fund programming request for consideration in a future RTIP amendment.

Effective Implementation. This rule will be effective for projects added to the *TransNet* Program of Projects subsequent to their adoption by the SANDAG Board of Directors. Within three years of their adoption, the rule will be re-evaluated by SANDAG to ensure they are effectively encouraging provision of a balance transportation network without imposing an excessive cost burden on projects funded under the program.

Rule #22: *TransNet* Extension Ordinance Maintenance of Effort (MOE) base level implementation guidelines

Adoption Date: March 28, 2008

Text: Section 8 of the Extension Ordinance provides guidelines regarding the MOE base level calculation and implementation.

Section 8 of the Extension Ordinance states the intended purpose of the MOE requirement is to ensure that revenues provided from *TransNet* be used to augment, not supplant, existing local revenue. Some flexibility in accounting for spikes in expenditures would be consistent with the intent of ensuring that the local agencies do not supplant local funds with *TransNet* funds. Therefore, one-time expenditures that were a result of “banking” general fund monies and subsequently expending those funds during the base period Fiscal Years 2001 – 2003 may be isolated and removed so that the MOE is representative of a normal annual spending level, subject to review by the ITOC and approval by the Board of Directors.

In addition, the language in Section 8 of the Extension Ordinance states the MOE will be determined on the basis of “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.” The Extension Ordinance also states “the MOE also shall apply to any local agency discretionary funds being used for the other purposes specified under Section 4.” Based on this language, the MOE levels are to be established separately for each category in Section 4 of the Ordinance: major highway and transit congestion relief projects; transit programs to support seniors and disabled persons; specialized transportation services for seniors; monthly transit passes for seniors, disabled, and youth riders; transit operations; local streets and roads; habitat-related mitigation costs of local transportation projects; and the smart growth incentive program. The annual audits of the MOE expenditure requirement will report the expenditures for each of these separate categories.

Rule #23: Application of *TransNet* Extension Ordinance Regional Transportation Congestion Improvement Program (RTCIP) Requirements

Adoption Date: July 10, 2009

Amendment: Amended January 22, 2010, and November 19, 2010

- A. Section 9 of Ordinance 04-01 provides that 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. Each agency is required to establish its own collection program, known as its RTCIP Funding Program. Each jurisdiction is required to either establish a new Fund for the RTCIP or to set up accounts specific to the RTCIP for tracking purposes. Interest earned on RTCIP revenues received by the jurisdiction must be allocated to the RTCIP Fund.

- B. Local agencies, SANDAG staff, hired auditors, and the Independent Taxpayers Oversight Committee (ITOC) are subject to the timelines set forth in Rule #17, Section I (Fiscal and Compliance Audit Procedures) in this Board Policy, Ordinance 04-01, and the attachment to Ordinance 04-01 entitled "REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM" (RTCIP Attachment). Section 9 of Ordinance 04-01 states that any local agency that does not provide its "full" RTCIP contribution in a given fiscal year will not be eligible to receive funding for local streets and roads for the immediately following fiscal year. It further provides that 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 Section 9. This Rule #23 is intended to provide clarification regarding how this language will be implemented.
1. By June 30 of each year, which is the last day of SANDAG's fiscal year, each local agency must record as revenue, the full amount of each RTCIP exaction due for any new residential unit subject to the RTCIP within its jurisdiction. This means that if the RTCIP exaction is not yet collected, the local agency should invoice, but does not need to collect all of the RTCIP exactions due in a given fiscal year by June 30. Each local agency may choose when the exaction is due, but in no event can the local agency allow a residential unit subject to the RTCIP to be occupied by a resident prior to receipt of the RTCIP exaction. The local agency must record the revenue in the fiscal year the exaction is due according to its Funding Program or when the revenue is received, whichever occurs first.
 2. Section G(4) of the RTCIP Attachment states that each local agency shall have up to, but no more than seven years after receipt of the revenue to expend the revenues on Regional Arterial System or regional transportation infrastructure projects. To ensure consistency in implementation, this provision shall mean that the seven year term shall begin on the July 1 following the date on which the local agency recorded the exaction as revenue or received the revenue, whichever occurred first. If it is not spent within seven years it will be subject to the reallocation process in Section G(4) of the RTCIP Attachment.
 3. Pursuant to Ordinance 09-01, which amended Ordinance 04-01, the audit reports for all RTCIP Funding Programs are to be completed by June of the fiscal year immediately following the end of the fiscal year being audited. If during the audit process it is determined that a local agency failed to collect the full amount of exactions due under its Funding Program, the local agency may cure the defect by recording the amount due as an account receivable for the fiscal year being audited and avoid losing its *TransNet* funding. If the local agency has already closed out its books for the fiscal year being audited by the time the RTCIP audit discloses the defect, the local agency may record the revenue and cure the defect in the current

fiscal year in order to avoid losing its *TransNet* funding. The seven year period discussed in Section B(2) of this Rule will commence from the fiscal year in which the revenue is recorded if this latter situation occurs.

4. The following exceptions will be permitted to the requirement that each local agency record as revenue, the full amount of each RTCIP exaction due for any new residential unit subject to the RTCIP within its jurisdiction by the June 30 deadline. These exceptions are permissible because the purpose of the RTCIP exactions is to mitigate residential traffic impacts on the regional transportation infrastructure. If a new unit subject to the RTCIP is not occupied this impact does not occur.
 - a. If litigation, bankruptcy, or other similar situation occurs that delays occupation of a new residential unit pending resolution by the courts or another body assigned to resolve the dispute, and the local agency has invoiced, but been unable to collect amounts due under its Funding Program, the local agency may delay recording the account receivable until the outcome is known or the unit is occupied, whichever occurs first. The local agency shall provide documentation to the auditor establishing litigation, bankruptcy, etc. has occurred that has precluded the local agency from collecting the exaction.
 - b. If a local agency records an RTCIP exaction as revenue and subsequently determines that the amount is uncollectible (i.e., the developer never completes the project or goes bankrupt), the local agency may write-off the RTCIP exaction until such time, if ever, the unit is occupied and subject to the RTCIP. The local agency shall provide documentation to the auditor establishing that the write-off was justified.
5. Due to the timeline for completion of RTCIP audits, it may be up to one year after the fiscal year being audited has ended before ITOC adopts a final report that includes a finding that a local agency failed to provide the full amount of RTCIP exactions due under its Funding Program. During this interim audit period, SANDAG will make the payments due to local agencies for local streets and roads pursuant to Section 4(D)(1) of Ordinance 04-01 in good faith by presuming that the audit will establish each local agency is in compliance. If, however, the audit establishes a local agency did not provide its full monetary contribution under the RTCIP and the local agency does not cure defects of which it was notified by the time the audit is finalized and adopted by the ITOC, then the local agency will have forfeited its Section 4(D)(1) contribution. Any amount paid to the local agency in the fiscal year following the year that was the subject of the audit will be retroactively owed to the Commission. SANDAG will deduct any such amount, with interest at the monthly Local Agency Investment Fund (LAIF) rate. This amount will be

deducted from the local agency annual allocation during the next fiscal year in which the local agency is eligible for Section 4(D)(1) funding.

- C. The Board has determined that a nursing home, home for the aged, assisted living facility, or similar institutional unit (“institutional unit”) is not the type of unit the RTCIP was intended to cover. Local agencies are not required to charge for a new institutional unit for purposes of compliance with the Ordinance’s RTCIP Funding Program requirements when the local agency documents that it has made the following findings prior to issuance of a final certificate of occupancy:
1. The individual unit¹ will not have both a bathroom and permanent built-in kitchen facilities equipped with a cooking range, refrigerator, and sink; and
 2. The principal reason a person will live in the unit is because the person needs medical and/or nursing care; and
 3. The local agency has required that the developer agree that the unit in substance will be used as health care facility rather than as a residence.
- D. Section G(2) of the *TransNet* EXTENSION REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM, as amended on July 24, 2009, states that ‘each jurisdiction must submit its Funding Program documents, including an expenditure plan and financial records pertaining to its Funding Program, to the Independent Taxpayer Oversight Committee for a review and audit by December 1 of each year beginning December 1, 2009.

¹ All references to “unit” in these criteria are intended to apply to an individual living unit, not the institutional facility as a whole.

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; December 2006; December 2007; February 2008; March 2008; September 2008; July 2009; January 2010; November 2010, February 2012

Attachment 1
 FY 1988 Base Year Statistics
 (for use in *TransNet* Ordinance Rule #8)
 Metropolitan Transit Development Board (MTS) 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	1,573,623
MTDB (MTS) Area Total		16,768,923

North County Transit District

Fund Source	Operator/Service	Vehicle
		Service Miles

Article 4.0	NCTD Fixed Route	7,651,408
	NCTD FAST	<u>126,744</u>
	Total	7,778,152

Article 4.5	NCTD Lifeline	<u>386,680</u>
	Total	386,680

NSDCTDB (NCTD) Area Total	8,164,832
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REGIONAL TOTAL	24,933,755
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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%)
13. Centrally controlled traffic signal optimization system 14. Traffic surveillance or detection system (video) 15. Traffic data collection system for performance monitoring purposes (in pavement detection, radar) Smart Growth-Related Infrastructure* 16. Traffic calming measures 17. Pedestrian ramps 18. Pedestrian traffic signal activation 19. Pedestrian crossings/overcrossings 20. Buffer area between sidewalk and street 21. Pedestrian roadway lighting Transit Facilities 22. New bus stops 23. Bus stop enhancements 24. Bus-only lanes 25. Queue jumper lanes for buses 26. Traffic signal priority measures for buses 27. Transit operational costs for shuttle and circulator routes	<ul style="list-style-type: none"> • Light bulb replacement • Bus-only lanes that do not provide congestion relief Non-Congestion Relief 28. Erosion control (unless required as part of a congestion relief project) 29. Landscaping (unless required as part of a congestion relief project) 30. Roadway signing and delineation (unless it is a congestion relief project)

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.

DOCKET SUPPORTING INFORMATION CITY OF SAN DIEGO EQUAL OPPORTUNITY CONTRACTING PROGRAM EVALUATION	DATE: November 10, 2014
SUBJECT: TransNet Local Street and Roads Program – Amendment to 2014 Regional Transportation Improvement Program (RTIP)	

GENERAL CONTRACT INFORMATION

Recommended Contractor: SANDAG

Amount of this Action: \$9,057,334.03 (Re-Programming TransNet Funding)

Funding Source: N/A

Goal: TBD

SUBCONTRACOR PARTICIPATION

There is no subcontractor participation associated with this action; however, subsequent actions must adhere to funding agency requirements.

EQUAL EMPLOYMENT OPPORTUNITY COMPLIANCE

Equal Opportunity: Required.

SANDAG is a Government Agency created under authority of law, and as such, is exempt from submitting Work Force Reports. Refer to San Diego Municipal Code Section 22.2703(b).

Contracts or agreements associated with this action will be subject to the City’s Equal Opportunity Contracting (San Diego Ordinance No. 18173, Section 22.2701 through 22.2708) and Non-Discrimination in Contracting Ordinance (San Diego Municipal Code Sections 22.3501 through 22.3517)

ADDITIONAL COMMENTS

This action will authorize budget adjustments to TransNet funded projects and provide the required City Council resolutions to authorize the amendment of the 2014 Regional Transportation Improvement Program (RTIP) in compliance with SANDAG Board Policy No. 31, Rule No. 7, Program of Projects Approval Process and Amendments.

KM

RESOLUTION NUMBER R- 309357

DATE OF FINAL PASSAGE DEC 12 2014

A RESOLUTION OF THE COUNCIL OF THE CITY OF
SAN DIEGO AUTHORIZING THE REALLOCATION OF
TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
FUNDING.

WHEREAS, the Transportation & Storm Water Department has identified a number of funding reallocations among Capital Improvement Program projects as part of its on-going cash management of transportation funds; and

WHEREAS, the allocation of funding to high priority projects will provide the needed funding for the design and/or construction of these projects; and

WHEREAS, these high priority projects will be funded by reallocating available TransNet funding from various projects and allocate fund balances in both Proposition 42 and Regional Transportation Congestion Improvement Program (RTCIP) funds; and

WHEREAS, several grants have been identified for de-appropriation as a result of projects completion, grant expiration following completion of eligible work, and other funding being available to ensure project completion; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that the Chief Financial Officer is authorized to add CIP S15023, Torrey Pines Road Improvements Phase 2, to the Capital Improvements Program; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer is authorized to increase the 2015 Capital Improvements Program Budget in an amount not to exceed \$1,700,000 in Fund 400174, TransNet Extension RTCIP, of Which \$1,500,000 is for CIP S15023, Torrey Pines Road Improvements Phase 2 and \$200,000 is for AIK00001, New Walkways, for installation of

sidewalk on Genesee Avenue, contingent upon the Chief Financial Officer certifying that funds necessary for expenditures are, or will be, on deposit with the City Treasurer; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer is authorized to transfer \$900,000 within Fund 400174, TransNet Extension RTCIP, from S00851, State Route 163 and Friars Road, of which \$500,000 is for AIK00001, New Walkways, for installation of sidewalk on Genesee Avenue, and \$400,000 is for AIL00002, Traffic Signal Interconnect Projects, for the University Avenue Interconnect; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer is authorized to appropriate an amount not to exceed \$900,000 in Fund 400135, Mission Valley DIF, to S00851, State Route 163 and Friars Road, contingent upon the Chief Financial Officer certifying that funds necessary for expenditures are, or will be, on deposit with the City Treasurer; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer is authorized to increase the 2015 Capital Improvements Program Budget in an amount not to exceed \$9,316,700 in Fund 200306, Proposition 42 Replacement, of which \$2,444,700 is for CIP AIH00002, Street Light Circuit Upgrades; \$600,000 is for AIH00001, Installation of City Owned Street Lights; and \$6,272,000 is for AID000005, Resurfacing of City Streets, contingent upon the Chief Financial Officer certifying that funds necessary for expenditures are, or will be, on deposit with the City Treasurer; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer is authorized to reduce the Capital Improvements Program budget by de-appropriating an amount not to exceed \$37,310.87 in Fund 400250, General Dynamics Community, CIP S10044, Kearny Mesa Community Sign, for the purpose of closing the project; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer is authorized to close CIP S10044, Kearny Mesa Community Sign; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer is authorized to transfer an amount not to exceed \$345,000 from the General Fund, Fund 100000, Cost Center 2116121111, Transportation & Storm Water Department, to Fund 400265, General Fund Contributions to the CIP; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer is authorized to increase the Capital Improvements Program Budget in CIP ACA00001, Drainage Projects, and to appropriate and expend an amount not to exceed \$345,000 from Fund 400265, General Fund Contributions to the CIP, for the purpose of design of the Jamacha Drainage Channel Upgrade Project (sublet B14078); and

BE IT FURTHER RESOLVED, that the Chief Financial Officer is authorized to re-allocate budget in various CIP funds in an amount not to exceed \$9,810,692.57 among multiple projects as outlined in Attachment A; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer is authorized to decrease the 2015 Capital Improvements Program Budget by de-appropriating an amount not to exceed \$565,512.04 in various CIP Funds per Attachment A; and

BE IT FURTHER RESOLVED, that the Chief Financial Officer is authorized to decrease the 2015 Capital Improvements Program Budget by de-appropriating an amount not to exceed \$2,274,307.26 in grant funding per Attachment B.

APPROVED: JAN I. GOLDSMITH, City Attorney

By 
Ryan P. Gerrity
Deputy City Attorney

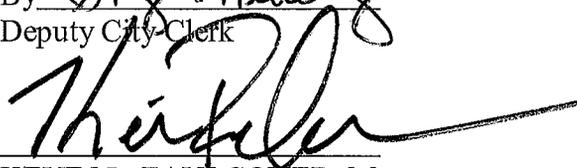
RPG:jls
11/17/2014
Or.Dept: Transportation & Storm Water
CC No. 3000007373
Doc. No. 903238

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of 12/9/2014.

ELIZABETH S. MALAND
City Clerk

By 
Deputy City Clerk

Approved: 12/11/14
(date)


KEVIN L. FAULCONER, Mayor

Vetoed: _____
(date)

KEVIN L. FAULCONER, Mayor

Passed by the Council of The City of San Diego on DEC 09 2014, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Sherri Lightner	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ed Harris	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Todd Gloria	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Myrtle Cole	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Kersey	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lorie Zapf	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scott Sherman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
David Alvarez	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marti Emerald	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Date of final passage DEC 12 2014.

(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

KEVIN L. FAULCONER
Mayor of The City of San Diego, California.

ELIZABETH S. MALAND
City Clerk of The City of San Diego, California.

(Seal)

By Stg Ready, Deputy

Office of the City Clerk, San Diego, California
Resolution Number R- <u>309357</u>

RESOLUTION NUMBER R- 309361

DATE OF FINAL PASSAGE DEC 12 2014

A RESOLUTION OF THE COUNCIL OF THE CITY OF
SAN DIEGO AUTHORIZING THE TRANSFER OF FUNDS
FOR TED WILLIAMS PARKWAY OVERCROSSING AT
SHOAL CREEK DRIVE PROJECT.

WHEREAS, in 2012, the City of San Diego awarded the construction contract to KTA Construction, Inc. to construct the Ted Williams Parkway Overcrossing at Shoal Creek Drive Project; and

WHEREAS, during construction of project, KTA Construction provided notice to the City of unforeseen subsurface granite rock discovered during excavation of the bridge foundation. Subsequently, the granitic rock has been removed and the original estimate of \$500,000 was not sufficient to cover all costs;

WHEREAS, an additional amount, not to exceed \$250,000, will be required due to the extended contract time of seven months and the costs for City staff to administer and manage the change order work by contractor; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that the Chief Financial Officer is authorized to transfer appropriations of an amount not to exceed \$250,000 from CIP S-00871, West Mission Bay Drive over San Diego River into

CIP S-00941, Ted Williams Parkway Overcrossing at Shoal Creek Drive, within Fund 400169,
Transnet Extension 70% Congestion Relief, to provide for additional construction needs.

APPROVED: JAN I. GOLDSMITH, City Attorney

By 
Ryan P. Gerrity
Deputy City Attorney

RPG:jls
11/18/2014
Or.Dept: Public Works/Engineering
CC No. 3000007309
Doc. No. 888894

I hereby certify that the foregoing Resolution was passed by the Council of the City of
San Diego, at this meeting of 12/9/14.

ELIZABETH S. MALAND
City Clerk

By 
Deputy City Clerk

KEVIN L. FAULCONER, Mayor

Approved: 12/11/14
(date)

Vetoed: _____
(date)

KEVIN L. FAULCONER, Mayor

Passed by the Council of The City of San Diego on DEC 09 2014, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Sherri Lightner	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ed Harris	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Todd Gloria	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Myrtle Cole	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Kersey	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lorie Zapf	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scott Sherman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
David Alvarez	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marti Emerald	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Date of final passage DEC 12 2014

(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

KEVIN L. FAULCONER
Mayor of The City of San Diego, California.

ELIZABETH S. MALAND
City Clerk of The City of San Diego, California.

(Seal)

By *City Clerk*, Deputy

Office of the City Clerk, San Diego, California
Resolution Number R- <u>309361</u>