



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

MEETING NOTICE AND AGENDA

***TransNet* INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (ITOC)**

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

MEMBER AGENCIES

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

ADVISORY MEMBERS

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

Wednesday, October 14, 2009

9:30 a.m.

SANDAG
7th Floor Conference Room
401 B Street, 7th Floor
San Diego, CA 92101

Staff Contact: Charles "Muggs" Stoll
(619) 699-6945
mst@sandag.org

AGENDA HIGHLIGHTS

- **REQUEST FOR PROPOSALS (RFP) FOR INDEPENDENT AUDITING SERVICES FOR FY 2010-2014 *TransNet* FISCAL AND COMPLIANCE AUDITS**
- **EXAMPLE FINANCIAL REPORTS PROPOSED FOR THE IMPLEMENTATION OF THE FIRST *TransNet* TRIENNIAL PERFORMANCE AUDIT**
- **EXAMPLE PERFORMANCE REPORTS BY SANDAG AND CALTRANS STAFF PROPOSED FOR THE IMPLEMENTATION OF THE FIRST *TransNet* TRIENNIAL PERFORMANCE AUDIT**

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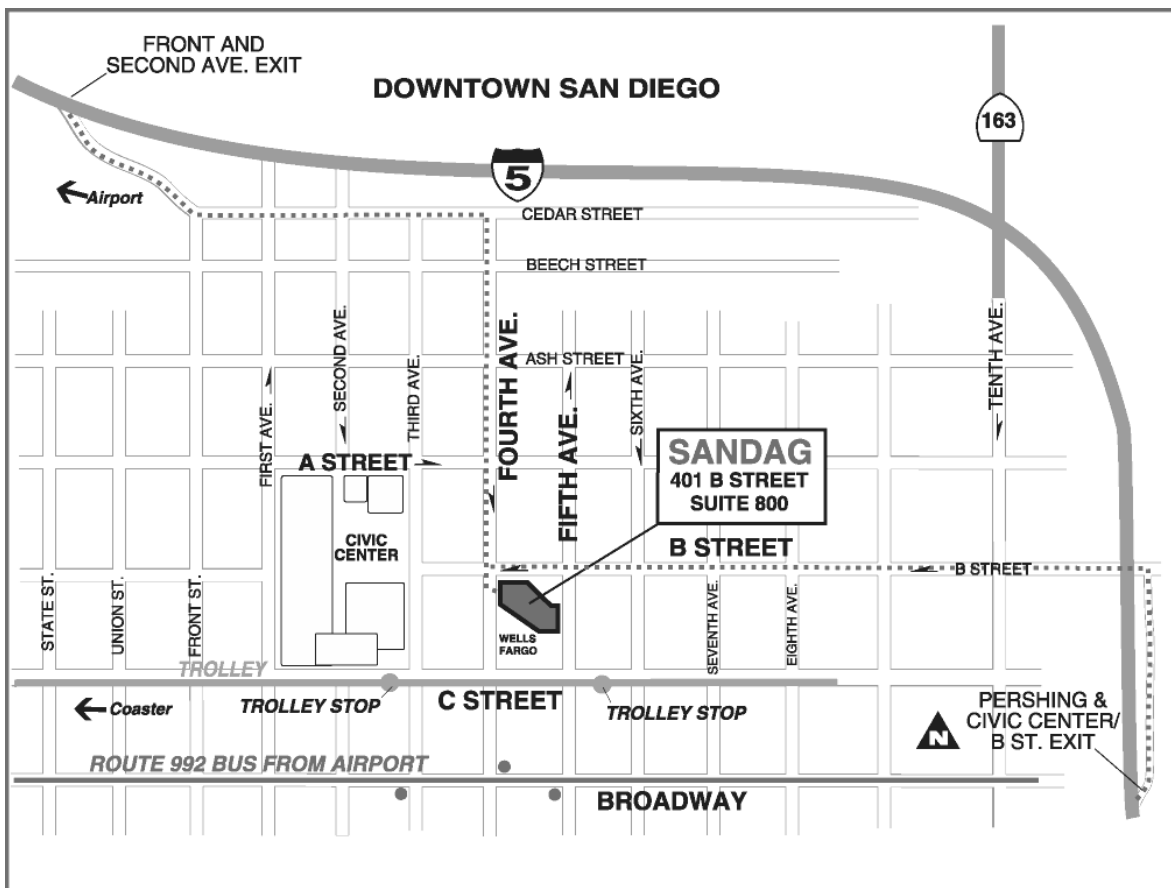


Welcome to SANDAG. Members of the public may speak to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) members on any item at the time the ITOC is considering the item. Also, members of the public are invited to address the ITOC on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The ITOC may take action on any item appearing on the agenda.

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INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

Wednesday, October 14, 2009

ITEM #		RECOMMENDATION
1.	SUMMARY FOR THE JULY 8, 2009, ITOC MEETING A summary of the July 8, 2009, ITOC meeting has been prepared for the Committee's review and approval.	APPROVE Estimated Start Time: 9:30 a.m.
2.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	INFORMATION
+3.	REQUEST FOR PROPOSALS (RFP) FOR INDEPENDENT AUDITING SERVICES FOR FY 2010-2014 <i>TransNet</i> FISCAL AND COMPLIANCE AUDITS (Lauren Warrem) At the October 15, 2008, meeting, the ITOC chose to continue with SANDAG's auditors for the FY 2009 fiscal audit, which is the last year of the audit contract. In order to ensure auditors are selected to be in place for the FY 2010 audits, SANDAG will begin the RFP process for independent auditing services this month, with the assumption that the audit firm will be selected by March 2010. The ITOC is asked to approve that SANDAG Contracts and Procurement proceed with an auditing services RFP, with at least two options provided for discussion. The ITOC is further asked to designate the ITOC evaluation panel members at this time, so the RFP issuance(s) can proceed without delay.	APPROVE Estimated Start Time: 9:40 a.m.
+4.	EXAMPLE FINANCIAL REPORTS PROPOSED FOR THE IMPLEMENTATION OF THE FIRST <i>TransNet</i> TRIENNIAL PERFORMANCE AUDIT (Lisa Kondrat-Dauphin) Based on the input received from the ITOC at their July 2009 meeting, SANDAG staff will present example reports that are responsive to several of the financial reporting recommendations from the first Triennial <i>TransNet</i> Performance Audit and the Local Agency Balance Limitation Schedule (aka 30% Rule) also requested by the ITOC to be presented on a monthly basis. The ITOC is asked to review and discuss the sample reports and provide feedback to staff.	DISCUSSION Estimated Start Time: 10:00 a.m.
+5.	ITOC PARTICIPATION PROCESS FOR THE 2050 REGIONAL TRANSPORTATION PLAN TRANSPORTATION PROJECT EVALUATION CRITERIA AD HOC WORKING GROUP (Scott Strelecki) As part of the development of the 2050 RTP, the Executive Director and Board Chair have established the Transportation Project Evaluation Criteria Ad Hoc Working Group (TPEC). The TPEC will provide input on transportation project evaluation criteria and plan performance measures, which will support the goals and objectives for the 2050 RTP to be established by the Board of Directors. The Transportation Project Evaluation Criteria Ad Hoc Technical Working Group began meeting in September 2009, and will conclude its activities by summer 2010. The ITOC is asked to discuss its plans for participation and/or interaction with this Ad Hoc group.	DISCUSSION / POSSIBLE ACTION Estimated Start Time: 10:15 a.m.

- | | | |
|----------------|--|---|
| +6. | REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) OVERVIEW AND THE ITOC's ROLE IN THE APPROVAL PROCESS (Sookyung Kim and Charles "Muggs" Stoll) | INFORMATION |
| | At the request of the ITOC at their July 8, 2009, meeting, staff will present an overview of the RTIP process, including a review of the definition of "congestion relief" and "maintenance" in relation to the <i>TransNet</i> Local Street and Roads program. | Estimated Start Time:10:30 a.m. |
| +7. | 2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENT NO. 15 (Sookyung Kim) | DISCUSSION |
| | At its July 2008 meeting, the SANDAG Board approved the 2008 Regional Transportation Improvement Program which includes major transportation projects in the San Diego region including the <i>TransNet</i> Program of Projects (POP). SANDAG processes amendments on a quarterly basis based on requests from member agencies. The ITOC is asked to review and comment on the RTIP amendment focusing on the <i>TransNet</i> POP. Significant comments will be forwarded to the Transportation Committee. | Estimated Start Time:10:45 a.m. |
| +8. | 2009 ITOC ANNUAL REPORT (Charles "Muggs" Stoll) | DISCUSSION |
| | Work has begun on the 2009 ITOC annual report. Staff will present the preliminary work developed to date at the meeting and seek input from the full ITOC on the content and format of the report that is planned to be presented to the SANDAG Board of Directors in November 2009. | Estimated Start Time:11:00 a.m. |
| +9. | SOUTH BAY BUS RAPID TRANSIT RELEASE OF ENVIRONMENTAL DOCUMENT (Jennifer Williamson) | INFORMATION |
| | This item will provide a status report on the South Bay Bus Rapid Transit service. The discussion will include a review of the environmental document, technical reports, and routing alternatives that were analyzed. | Estimated Start Time:11:15 a.m. |
| 10. | OVERVIEW OF DEVELOPMENTS IN THE FINANCIAL MARKET (Lauren Warrem and Marney Cox) | INFORMATION |
| | Given the recent turbulence in the financial markets, the SANDAG Finance Director and Chief Economist will provide an update of events that affect sales tax revenues and/or <i>TransNet</i> program financing plans. | Estimated Start Time:11: 30 <u>15</u> a.m. |

+11. EXAMPLE PERFORMANCE REPORTS BY SANDAG AND CALTRANS STAFF PROPOSED FOR THE IMPLEMENTATION OF THE FIRST *TransNet* TRIENNIAL PERFORMANCE AUDIT (Charles "Muggs" Stoll)

DISCUSSION

| Based on the input received from the ITOC at their July 2009 meeting, SANDAG and Caltrans staff will present example reports that are responsive to several of the recommendations from the first Triennial *TransNet* Performance Audit. The ITOC is asked to review and discuss the sample reports and provide feedback to staff.

Estimated Start Time: 11:45-30 a.m.

12. FUTURE MEETING SCHEDULE

INFORMATION

Due to the Veterans Day holiday, the November ITOC meeting will take place on Wednesday, November 4, 2009, at 9:30 a.m.

13. ADJOURNMENT

INFORMATION

+ next to an agenda item indicates an attachment

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

October 14, 2009

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

MEETING SUMMARY FOR THE JULY 8, 2009,
INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE (ITOC) MEETING

File Number 1110200

Attendance

- Committee Members:
- Hamid Bahadori
 - Kevin Cummins
 - Jesus Garcia
 - Carolyn Lee
 - Valerie Harrison
 - Jim Ryan
 - Tracy Sandoval
- Absent:
- John Meyer, ITOC Chair
- Staff:
- Kim Kawada
 - Gary Gallegos

The meeting of the *TransNet* ITOC was called to order by Vice Chair Bahadori at 9:35 a.m.

1. APPROVAL OF MEETING SUMMARY

Action: Upon a motion by Ms. Lee and a second by Mr. Cummins, the ITOC approved the June 10, 2009, meeting summary. Vice Chair Bahadori abstained due to his absence from the meeting.

Mr. Garcia commented that he felt the action-only meeting summary was too short and did not provide sufficient information in written format, and he would like to see a summary of the members comments included. Other members commented that they would like to have the summary include significant issues raised during discussion. Ms. Kawada responded that the Board of Directors had approved the action-only format for all SANDAG board and committee meetings to ensure a standard format.

Vice Chair Bahadori commented that the audio file posted on the SANDAG Web site for the June meeting was difficult to hear. Ms. Kawada responded that staff is working very hard on resolving the audio issue with the Soni-Clear recording and asked the members to consider that the microphones are in the ceiling and to speak loudly.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There were no public comments.

Vice Chair Bahadori commented on the recent Third District Court of Appeals ruling, which found that the State Transit Assistance (STA) funds that were diverted as part of the 2007-08 state budget was in violation of state law. Vice Chair Bahadori stated that the Governor's office will likely be appealing the decision. Ms. Kawada provided more background information regarding the decision and potential appeal; if the \$1.2 billion in 2007-08 STA funds were returned, the transit agencies in our region would receive approximately \$24 million in funding.

Ms. Harrison expressed concerns regarding e-mail communications and potential violations of the Brown Act. Discussion ensued regarding this issue. Vice Chair Bahadori directed staff to ask legal counsel to provide direction to the ITOC regarding this issue.

REPORTS (3 through 10)

3. ANNUAL ELECTION OF ITOC CHAIR AND VICE-CHAIR (APPROVE)

Per the ITOC bylaws, at the July meeting of each year elections are to be held for the Chair and Vice Chair positions for the new fiscal year.

Action: Upon a motion by Ms. Harrison and a second by Ms. Lee, the ITOC approved the election of Mr. Bahadori as Chair for FY 2010.

Action: Upon a motion by Ms. Lee and a second by Ms. Harrison, the ITOC approved the election of Mr. Meyer as Vice Chair for FY 2010.

4. 2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENT (DISCUSSION)

At its July 2008 meeting, the SANDAG Board approved the 2008 RTIP, which includes major transportation projects in the San Diego region, including the *TransNet* Program of Projects (POP). SANDAG processes amendments quarterly based on requests from member agencies. The ITOC is asked to review and comment on the RTIP amendment, focusing on the *TransNet* POP. Significant comments will be forwarded to the Transportation Committee.

Staff provided a presentation and discussion ensued; the following significant comments were made:

Kevin Cummins requested that a definition of "congestion relief" be provided to the ITOC and requested that the ITOC discuss how that term is used regarding *TransNet*-funded projects.

Chair Bahadori commented that this issue had been discussed by the ITOC and representatives from the cities and County. The specific definitions were developed after several months of review by the ITOC and the Cities/County Transportation Advisory Committee, and there is a current Board Policy in place regarding this issue. He also questioned whether taking this action fell into the purview of the ITOC.

Kevin Cummins commented perhaps the ITOC could just confirm the process of how the definitions were developed and how the cities prioritize their projects.

Chair Hamid Bahadori directed staff to bring the issue of Board Policy concerning the definition of congestion relief to the ITOC at its next regular meeting.

Action: This item was presented for discussion.

9. PROPOSED ADDITION OF DESIGN PROJECTS TO THE *TransNet* CAPITAL IMPROVEMENT PROGRAM (CIP) (RECOMMEND)

With the recent successful competition for various federal and state transportation funds through programs such as the federal American Recovery and Reinvestment Act and the Proposition 1B state bonds, much of the *TransNet* project design work that was made ready for the competition has been depleted. Therefore, a proposal has been developed to continue forward on the design work for a series of transit, rail, and highway projects throughout the region in order to be prepared for future competition for transportation funds.

Staff provided a presentation, and discussion ensued among the members regarding funding shortfall, the three proposed corridors, what other projects were considered, and potential future funding sources.

Action: Upon a motion by Mr. Ryan and a second by Ms. Harrison, the ITOC recommended to the Transportation Committee and the Board of Directors that the proposed list of projects be advanced into the CIP through their design phase of development at a total estimated cost of \$70.4 million (as shown in Attachment 1 to the report) and that the Executive Director be authorized to amend the master agreement with Caltrans as necessary so that Caltrans may assist with the highway design components related to South Bay Bus Rapid Transit. Mr. Cummins opposed the motion, stating that he was looking for a more detailed risk analysis.

5. FISCAL YEAR (FY) 2009 *TransNet* COMPLIANCE AUDIT CONTRACT AMENDMENT (APPROVE)

The independent audit firm of Caporicci & Larson has been approved to conduct the FY 2009 *TransNet* agreed-upon procedures (AUP). The FY 2009 AUP includes additional scope due to requirements of the *TransNet* Extension Ordinance, such as the Regional Transportation Congestion Improvement Program, Transit Operator Eligibility, ITOC expenditure review, SANDAG administration review, and a cumulative project activity report.

Staff provided a presentation, and discussion ensued regarding the use of *TransNet* funds from the original ordinance and the Extension ordinance, whether the estimated hours are reasonable, whether the appropriate staff level is doing the work, and whether to appoint a main ITOC point of contact for the auditor.

Discussion ensued regarding the ITOC budget, and staff was directed to provide a quarterly budget update to the ITOC and to provide the members with a copy of the ITOC budget for any item that requires the approval of an expenditure.

Action: Upon a motion by Mr. Ryan and a second by Ms. Lee, the ITOC: (1) approved the increase in audit fees due to the additional scope of work required by the Extension Ordinance for the cumulative project activity report, Transit Operator Eligibility, Regional Transportation Congestion Improvement Program, ITOC expenditure review, SANDAG administrative review, and the auditor's report of annual audit results to the ITOC; (2) authorized SANDAG staff to enter into the task order for the FY 2009 annual compliance and fiscal audits in substantially the same form (as shown in Attachment 1 of the report); and (3) approved the appointment of Ms. Sandoval and Chair Bahadori as the main points of contact for the auditor.

Chair Bahadori stated that Deputy Counsel John Kirk was present to address member concerns regarding potential Brown Act issues related to e-mail communications.

Mr. Kirk addressed the issue and explained the impacts of the Brown Act, provided a definition of serial meetings, and reviewed potential violations with e-mails or other types of communication outside a regular meeting.

Chair Bahadori directed staff to work with legal staff to provide the ITOC members with written direction on this issue.

6. OVERVIEW OF DEVELOPMENTS IN THE FINANCIAL MARKETS (INFORMATION)

Given the recent turbulence in the financial markets, the SANDAG finance director and chief economist provided an update of events that affect sales tax revenues and/or *TransNet* program financing plans.

Marney Cox, Chief Economist, briefed on the current status of the economy and projections for the near future, including recent tax receipts from the Board of Equalization.

Lauren Warrem, Finance Director, explained the current status of the SANDAG Debt Program.

Discussion ensued, and no significant comments were made.

Action: This item was presented for information only.

7. UNIVERSITY TOWNE CENTER (UTC) TRANSIT CENTER/SUPERLOOP PROJECT FUNDING EXCHANGE (RECOMMEND)

SANDAG staff has worked with Westfield, the City of San Diego, and Metropolitan Transit System staff to ensure that the new transit center, approved as part of the redevelopment plans for the Westfield UTC shopping center, meets the needs of existing and future transit services in the Mid-Coast corridor.

Staff provided a presentation and discussion ensued; the following significant comments were made:

Ms. Harrison asked whether there were any unique design issues with this project that would cause the developer to seek additional *TransNet* funding.

Jack Boda, Mobility Management and Project Implementation Director, explained that the agreement between SANDAG and the developer would specify that the *TransNet* funds were a not-to-exceed amount.

Mr. Ryan asked whether the UTC Transit Center project would still be needed if the UTC shopping center redevelopment did not occur. Mr. Boda responded that the transit center project still would be needed to serve existing transit services, the SuperLoop, and the future Mid-Coast Corridor Transit project.

Action: Upon a motion by Ms. Harrison and a second by Mr. Garcia, the ITOC recommended to the Transportation Committee and the Board of Directors to direct staff to take the necessary programming actions to exchange \$5.7 million in Section 5309 New Starts funds, approved for use by the UTC Transit Center Project with *TransNet* funds programmed for the SuperLoop Project; and to direct the executive director to initiate all required actions to negotiate and execute an agreement between SANDAG and the developer in support of the UTC Transit Center project.

8. QUARTERLY REPORT ON *TransNet* MAJOR CORRIDOR PROJECTS (INFORMATION)

Staff provided an overview of the *TransNet* major corridor projects in terms of cost control and schedule adherence based on data provided through the Dashboard reporting system. Updates and refinements to the Dashboard also were discussed. This item relates to the required quarterly reporting process specified under Paragraph 10 of the *TransNet* Ordinance.

Discussion ensued and no significant comments were made.

Action: This item was presented for information only.

10. REPORT BY SANDAG AND CALTRANS STAFF ON THE IMPLEMENTATION OF THE FIRST TRIENNIAL *TransNet* PERFORMANCE AUDIT (DISCUSSION)

Subsequent to direction received from the ITOC at its May 13, 2009, meeting, staff from both SANDAG and Caltrans developed a draft plan for implementation of the triennial *TransNet* performance audit. The plan was presented to the ITOC for discussion and direction to staff on next steps.

Staff reviewed each of the recommendations and the proposed implementation plan. Staff will provide sample reports and detailed responses to the ITOC at its September meeting.

Action: This item was presented for discussion.

11. FUTURE MEETING SCHEDULE

The August ITOC meeting was cancelled. The next regular ITOC meeting is scheduled for Wednesday, September 9, 2009, at 9:30 a.m.

12. ADJOURNMENT

Chair Bahadori adjourned the meeting at 1:08 p.m.

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

October 14, 2009

AGENDA ITEM NO.: **3**

Action Requested: APPROVE

REQUEST FOR PROPOSALS (RFP) FOR INDEPENDENT AUDITING SERVICES
FOR FY 2010-2014 *TransNet* FISCAL AND COMPLIANCE AUDITS

File Number 1110200

Introduction

The San Diego Transportation Improvement Program Ordinance and Expenditure Plans (Ordinance 04-01), otherwise known as the *TransNet* Extension Ordinance, specifies certain requirements for the recipients of *TransNet* funds, including a requirement for an annual fiscal and compliance audit. At the October 15, 2008 meeting, the ITOC chose to continue with SANDAG's auditors for the FY 2009 audit, which is the last year of the audit contract.

Recommendation

The ITOC is asked to approve that SANDAG Contracts and Procurement proceed with an auditing services RFP, with at least two options provided below for discussion. The ITOC is further asked to designate the ITOC evaluation panel members at this time, so the RFP issuance(s) can proceed without delay.

Discussion

One of the ITOC's responsibilities, as stated in Ordinance 04-01, is as follows:

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

In order to ensure auditors are selected to be in place for the FY 2010 audits, SANDAG will begin the RFP process for independent auditing services this month, with the assumption that the audit firm will be selected by April 2010. In addition, since the value of the contract is expected to exceed \$250,000, state law requires that the contract undergo a "pre-award" audit. The purpose of the pre-award audit is to "examine the consultant's accounting, estimating, and administrative systems; proposed costs; quantities; and financial condition."

SANDAG is in need of the following annual audits:

- Fiscal and compliance audits of SANDAG
- Fiscal audit of the San Diego County Regional Transportation Commission
- Fiscal audit of Automated Regional Justice Information System (ARJIS)
- Fiscal audit of SourcePoint
- Fiscal and compliance audits of claimants under Transportation Development Act (TDA) (up to 20 total)
- Audit certification of the annual Federal Transportation Administration National Transit Database report submitted by SANDAG
- Audit of expenditures funded with the Coronado Bridge Toll revenue reserve fund

The ITOC is in need of the following annual audits:

- Fiscal and compliance audits of *TransNet* recipients for the 18 cities, the County, Metropolitan Transit System, North County Transit District, Caltrans, SANDAG, and the ITOC expenditure review (up to 24 total)

The ITOC has at least two options to consider with respect to engaging an audit firm to fulfill its audit responsibilities related to the *TransNet* funds for FY 2010-2014:

- Option 1: Participate in the competitive procurement with SANDAG, managed by the SANDAG Contracts and Procurement department, to procure independent auditors for all the SANDAG-required audits (listed above) and ITOC-required audits, beginning with the FY 2010 audits. Although there could be one procurement, it could include two separate proposal evaluation panels— one for SANDAG and one for ITOC, meaning these proposals would be independently scored by the two separate panels. There would be three cost proposals requested for the procurement: the first for the SANDAG-required audits; the second for the ITOC-required audits; and the third that would incorporate the cost of providing services for both audits, or
- Option 2: Conduct a separate competitive procurement, managed by the SANDAG Contracts and Procurement department, to procure independent auditors solely for the *TransNet* audits, beginning with the FY 2010 audits.

Regardless of which option is chosen, factors for the ITOC to consider in determining which course of action to take include the following:

- Independence, in fact and in appearance, is a professional standard that is of the utmost concern and importance to practicing certified public accountant (CPA) firms. CPAs are regulated and licensed in California by the State Board of Accountancy. In addition, Section 65 of Title 16 of the California Code of Regulations states “A licensee shall be independent in the performance of services in accordance with professional standards.” The American Institute of Certified Public Accountants (AICPA) dictates conduct in California even to those who are not AICPA members, through the AICPA Code of Professional Conduct.
- The independent auditor would be reporting findings and recommendations directly to the ITOC with respect to the *TransNet* audits. The findings and recommendations will form the basis

for the ITOC's annual report to the SANDAG Board of Directors. In addition, the ITOC would be involved in all phases of the competitive procurement.

- Both options allow for the potential of selecting the same audit team, which because all the *TransNet* recipients also are TDA recipients (with the exception of Caltrans), could allow for savings in time and money through economies of scale in audit operations.
- Both options present two separate evaluation panels, which achieves the independence of the ITOC from SANDAG.

Additional benefits of Option 1 for the ITOC to consider:

- SANDAG Contracts and Procurement will conduct only one procurement process, which would create efficiencies within several SANDAG departments to reduce costs due to workload, required review, and other direct costs associated with advertisement.

Key Staff Contact: Lauren Warrem, (619) 699-6931, lwa@sandag.org

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

October 14, 2009

AGENDA ITEM NO.: **4**

Action Requested: DISCUSSION

EXAMPLE FINANCIAL REPORTS PROPOSED FOR THE IMPLEMENTATION
OF THE FIRST *TransNet* TRIENNIAL PERFORMANCE AUDIT

File Number 1500100

Introduction

A performance audit of the *TransNet* Extension program on behalf of the Independent Taxpayer Oversight Committee (ITOC) was conducted by Sjoberg Evashenk Consulting, Inc., in accordance with the requirements of the *TransNet* Extension Ordinance, and was presented to the SANDAG Board of Directors in May 2009. Results of the performance audit recommendation 18 within the implementation plan are addressed in this report.

In addition, at its July 8, 2009, meeting, the ITOC requested that certain information be provided on a monthly basis, including the ITOC budget (budget to actual) and the *TransNet* recipients' compliance with SANDAG Board Policy No. 031, Rule #17, Section IV 'Local Agency Balance Limitations.' Both of the reports are available for ITOC review and discussion.

Discussion

Performance Audit Recommendation Results

Item 18 of the *TransNet* performance audit draft report recommendation response matrix (Attachment 2) includes the following recommendation:

Other data that would be valuable for the ITOC to receive is the quarterly data related to sales tax revenue collected in the particular quarter, collected to date, and distributed amongst the various Extension Ordinance projects, programs, and entities.

The *TransNet* Extension report (Attachment 1) is currently provided to the SANDAG Board of Directors on a quarterly basis and includes information such as receipts and expenditures of the *TransNet* program. *TransNet* sales tax allocation receipts and other income are provided by program and recipient. Program expenditures, such as disbursements to recipient agencies and debt service, including bonds and commercial paper payments, are reported by program and recipient (if applicable). Page 3 of this report includes bond, other, and commercial paper activity. The quarterly report provides the most current data available for the *TransNet* Extension program for the fiscal year ended June 30, 2009. Amounts are not final and subject to the annual fiscal year-end audit.

Other Requested Information

At its July 8, 2009, meeting, the ITOC requested that two items be provided on a monthly basis: (1) the ITOC budget to include future projections; and (2) the *TransNet* recipients' compliance with SANDAG Board Policy No. 031, Rule #17, Section IV 'Local Agency Balance Limitations.'

The fiscal year ended June 30, 2009, budget and actual data and the projected budgets for fiscal years 2010, 2011, and 2012 for the ITOC are included as Attachment 2. The fiscal year 2009 information includes the final approved budget, as well as actual revenues and expenditures reported on an accrual basis. Amounts are subject to the annual fiscal year-end audit. The fiscal year 2010 budget is an approved budget, with fiscal years 2011 and 2012 shown with estimated expenses, including the need to prepare both a fiscal and performance audit in fiscal year 2011/2012.

The second item requested by the ITOC, the *TransNet* recipients' compliance with SANDAG Board Policy No. 031, Rule #17, Section IV 'Local Agency Balance Limitations' (Attachment 3) includes three years of compliance data through mid-August 2009. This report will be updated for fiscal year 2008 upon receipt of certification from an agency indicating compliance and noted as such in the report. The fiscal year 2009 column will be added upon issuance of the fiscal year 2009 *TransNet* audits at which time the new fund balance audited amounts will be available.

- Attachments:
1. *TransNet* Extension Quarterly Report – Fiscal Year: 2008-2009, Quarter: 4
 2. ITOC Operating Budget Analysis
 3. Compliance With 30 Percent Fund Balance Limitation

Key Staff Contact: Lisa Kondrat-Dauphin, (619) 699-1942, lko@sandag.org

TRANSNET EXTENSION QUARTERLY REPORT

FISCAL YEAR: FY 2009 QUARTER: 4

PROGRAM & RECIPIENT	TransNet Allocations					Fund Disbursements						
	Sales Tax Allocations			Other Income ¹	Total Allocation	Program Disbursements ²			Debt Service ³			Fund Disbursements
	This Quarter	FY to Date	Program to Date	Program to Date	Program to Date	This Quarter	FY to Date	Program to Date	This Quarter	FY to Date	Program to Date	Program to Date
SANDAG Admin	\$477,525	\$2,219,914	\$2,219,914	\$128,408	\$2,348,322	\$(725,000)	\$(2,205,000)	\$(2,205,000)	\$(24,191)	\$(116,749)	\$(116,749)	\$(2,321,749)
ITOC	\$80,983	\$323,930	\$323,930	\$684	\$324,614	\$(8,197)	\$(260,757)	\$(260,757)	\$0	\$0	\$0	\$(260,757)
Bicycle/Pedestrian/Neighborhood Safety	\$955,050	\$4,439,827	\$4,439,827	\$3,023,819	\$7,463,646	\$(24,712)	\$(4,178,124)	\$(4,178,124)	\$0	\$0	\$0	\$(4,178,124)
Major Corridor Capital Projects	\$17,570,790	\$81,702,922	\$81,702,922	\$(50,537,377)	\$31,165,545	\$(64,762,051)	\$(136,278,158)	\$(418,095,859)	\$(2,440,348)	\$(9,676,835)	\$(12,197,438)	\$(430,293,297)
Major Corridor Project EMP	\$2,034,513	\$9,460,338	\$9,460,338	\$1,154	\$9,461,492	\$7,976,414	\$(18,122,365)	\$(42,464,485)	\$(3,495,023)	\$(13,858,988)	\$(16,931,892)	\$(59,396,377)
Local Project EMP	\$832,301	\$3,870,138	\$3,870,138	\$22,087	\$3,892,225	\$(879)	\$(3,780)	\$(3,780)	\$0	\$0	\$0	\$(3,780)
Smart Growth Incentive Program	\$971,017	\$4,515,161	\$4,515,161	\$25,726	\$4,540,887	\$(1,025)	\$(4,410)	\$(4,410)	\$0	\$0	\$0	\$(4,410)
Local Streets and Roads												
City of Carlsbad	\$463,729	\$2,153,453	\$2,153,453	\$7,078,059	\$9,231,512	\$(484)	\$(2,086)	\$(2,086)	\$0	\$0	\$0	\$(2,086)
City of Chula Vista	\$887,316	\$4,128,049	\$4,128,049	\$3,586,257	\$7,714,306	\$(940)	\$(499,044)	\$(499,044)	\$0	\$0	\$0	\$(499,044)
City of Coronado	\$102,999	\$471,867	\$471,867	\$410,918	\$882,785	\$(97)	\$(180,419)	\$(180,419)	\$0	\$0	\$0	\$(180,419)
City of Del Mar	\$38,729	\$172,266	\$172,266	\$158,491	\$330,757	\$(58,006)	\$(181,181)	\$(181,181)	\$0	\$0	\$0	\$(181,181)
City of El Cajon	\$402,664	\$1,868,793	\$1,868,793	\$1,870,176	\$3,738,969	\$(420)	\$(1,804)	\$(1,804)	\$0	\$0	\$0	\$(1,804)
City of Encinitas	\$288,726	\$1,337,657	\$1,337,657	\$3,313,678	\$4,651,335	\$(297)	\$(201,277)	\$(201,277)	\$0	\$0	\$0	\$(201,277)
City of Escondido	\$586,813	\$2,727,220	\$2,727,220	\$3,935,153	\$6,662,373	\$(617)	\$(2,656)	\$(2,656)	\$0	\$0	\$0	\$(2,656)
City of Imperial Beach	\$124,916	\$574,036	\$574,036	\$516,890	\$1,090,926	\$(121)	\$(357,759)	\$(357,759)	\$0	\$0	\$0	\$(357,759)
City of La Mesa	\$262,500	\$1,215,404	\$1,215,404	\$2,732,226	\$3,947,630	\$243,065	\$(237,826)	\$(237,826)	\$0	\$0	\$0	\$(237,826)
City of Lemon Grove	\$123,034	\$565,270	\$565,270	\$468,119	\$1,033,389	\$(119)	\$(296,607)	\$(296,607)	\$0	\$0	\$0	\$(296,607)
City of National City	\$246,034	\$1,138,643	\$1,138,643	\$993,320	\$2,131,963	\$(251)	\$(201,080)	\$(201,080)	\$(16,474)	\$(16,474)	\$(16,474)	\$(217,554)
City of Oceanside	\$766,520	\$3,564,944	\$3,564,944	\$4,829,865	\$8,394,809	\$(810)	\$(3,486)	\$(3,486)	\$0	\$0	\$0	\$(3,486)
City of Poway	\$264,060	\$1,222,674	\$1,222,674	\$1,114,258	\$2,336,932	\$(500,270)	\$(881,973)	\$(881,973)	\$0	\$0	\$0	\$(881,973)
City of San Diego	\$5,335,324	\$24,862,913	\$24,862,913	\$22,053,239	\$46,916,152	\$(1,970,717)	\$(20,094,112)	\$(20,094,112)	\$0	\$0	\$0	\$(20,094,112)
City of San Marcos	\$341,853	\$1,585,316	\$1,585,316	\$2,733,195	\$4,318,511	\$(354)	\$(1,022,523)	\$(1,022,523)	\$0	\$0	\$0	\$(1,022,523)
City of Santee	\$241,868	\$1,119,224	\$1,119,224	\$953,556	\$2,072,780	\$(247)	\$(1,060)	\$(1,060)	\$0	\$0	\$0	\$(1,060)
City of Solana Beach	\$79,087	\$360,404	\$360,404	\$378,354	\$738,758	\$(71)	\$(50,307)	\$(50,307)	\$0	\$0	\$0	\$(50,307)

PROGRAM & RECIPIENT	TransNet Allocations					Fund Disbursements						
	Sales Tax Allocations			Other Income ¹	Total Allocation	Program Disbursements ²			Debt Service ³			Fund Disbursements
	This Quarter	FY to Date	Program to Date	Program to Date	Program to Date	This Quarter	FY to Date	Program to Date	This Quarter	FY to Date	Program to Date	Program to Date
City of Vista	\$385,743	\$1,789,913	\$1,789,913	\$3,237,875	\$5,027,788	\$(401)	\$(1,753,412)	\$(1,753,412)	\$0	\$0	\$0	\$(1,753,412)
San Diego County	\$2,513,610	\$11,709,190	\$11,709,190	\$11,263,426	\$22,972,616	\$(6,385,024)	\$(7,130,154)	\$(29,730,154)	\$(337,375)	\$(1,479,605)	\$(1,726,869)	\$(31,457,023)
Total Local Streets and Roads	\$13,455,525	\$62,567,236	\$62,567,236	\$71,627,055	\$134,194,291	\$(8,676,181)	\$(33,098,766)	\$(55,698,766)	\$(353,849)	\$(1,496,079)	\$(1,743,343)	\$(57,442,109)
Transit Services												
MTS	\$5,234,818	\$24,341,530	\$24,341,530	\$69,953	\$24,411,483	\$(7,206,450)	\$(24,381,433)	\$(24,381,433)	\$0	\$0	\$0	\$(24,381,433)
NCTD	\$2,146,648	\$9,981,760	\$9,981,760	\$76,348	\$10,058,108	\$(2,984,023)	\$(9,976,705)	\$(9,976,705)	\$(15,876)	\$(71,822)	\$(71,822)	\$(10,048,527)
Senior Grant Program	\$247,956	\$1,152,979	\$1,152,979	\$6,720	\$1,159,699	\$(154,629)	\$(155,493)	\$(155,493)	\$0	\$0	\$0	\$(155,493)
Total Transit Services	\$7,629,422	\$35,476,269	\$35,476,269	\$153,021	\$35,629,290	\$(10,345,102)	\$(34,513,631)	\$(34,513,631)	\$(15,876)	\$(71,822)	\$(71,822)	\$(34,585,453)
New Major Corridor Transit Operations	\$3,745,353	\$17,415,623	\$17,415,623	\$98,445	\$17,514,068	\$(38,329)	\$(71,620)	\$(71,620)	\$0	\$0	\$0	\$(71,620)
TOTAL TRANSNET EXTENSION	\$47,752,479	\$221,991,358	\$221,991,358	\$24,543,022	\$246,534,380	\$(76,605,062)	\$(228,736,611)	\$(557,496,432)	\$(6,329,287)	\$(25,220,473)	\$(31,061,244)	\$(588,557,676)

2008 ABCD Sales Tax Revenue Bond Activity				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements			
	Prior Year	This Quarter	FY to Date	Program to Date
San Diego County	\$22,600,000	\$0	\$0	\$22,600,000
Major Corridor Capital Projects	\$115,081,503	\$44,863,590	\$131,027,282	\$246,108,785
Major Corridor Project EMP	\$3,901,185	\$2,067,862	\$29,659,636	\$33,560,821
TOTAL TRANSNET EXTENSION	\$141,582,688	\$46,931,452	\$160,686,918	\$302,269,606

Other Activity				
PROGRAM & RECIPIENT	Sales Tax Revenue Transfers for EMP Debt Service Payments			
	Prior Year	This Quarter	FY to Date	Program to Date
Major Corridor Capital Projects	\$0	\$(581,795)	\$(3,277,811)	\$(3,277,811)
Major Corridor Project EMP	\$0	\$581,795	\$3,277,811	\$3,277,811
TOTAL TRANSNET EXTENSION	\$0	\$0	\$0	\$0

Commercial Paper Program Activity

PROGRAM & RECIPIENT	Commercial Paper Disbursements	
	FY to Date	Program to Date
City of National City	\$(3,000,000)	\$(3,000,000)
NCTD	\$0	\$(34,000,000)
TOTAL TRANSNET EXTENSION	\$(3,000,000)	\$(37,000,000)

PROGRAM & RECIPIENT	Commercial Paper Program Availability			
	Prior Year	FY to Date	Repayment	Program to Date
CP Program	\$100,000,000	\$0	\$0	\$100,000,000
City of National City	\$0	\$(4,500,000)	\$0	\$(4,500,000)
NCTD	\$(34,000,000)	\$0	\$0	\$(34,000,000)
City of La Mesa	\$0	\$(2,500,000)	\$0	\$(2,500,000)
City of Santee	\$0	\$(3,950,000)	\$0	\$(3,950,000)
CP AVAILABLE FOR ISSUANCE	\$66,000,000	\$(10,950,000)	\$0	\$55,050,000

- FOOTNOTES:
1. Other income includes interest revenue, transfers from TransNet I, other non-sales tax revenue, and the one-time swap of Major Corridor Sales Tax Revenue (to LSI Cities and County) for ARRA funds.
 2. Program Disbursements include payments to TransNet recipient agencies and program costs, including payments made for Early Action Projects in prior years, and return of funds.
 3. Debt Service includes principal and interest payments, including debt payments beginning in March 2008 upon issuance of the 2008 ABCD Sales Tax Revenue Bond, and other debt service costs net of interest earnings.
 4. Amounts are not final and subject to annual fiscal year-end audit.

ITOC Operating Budget Analysis

Budget and Actual For the Fiscal Year Ended June 30, 2009 and Projected Budget for Fiscal Years 2010, 2011, and 2012

	FY 2009			FY 2010	FY 2011	FY 2012
	Budget	Actual	Variance	Budget	Budget	Budget
Revenues						
Annual Budget Amount	\$ 323,930	\$ 324,878	\$ (948)	\$ 335,310	\$ 347,089	\$ 359,283
Expenses						
Annual Fiscal Audits	-	-	-	131,481	187,500	194,063
Triennial Performance Audit	258,000	257,989	11	-	-	285,090
Mileage	1,000	1,383	(383)	1,383	1,431	1,482
Advertisement	600	1,227	(627)	1,227	1,270	1,314
Postage/Delivery	-	158	(158)	158	164	169
Total Expenses	<u>259,600</u>	<u>260,757</u>	<u>(1,157)</u>	<u>134,249</u>	<u>190,365</u>	<u>482,118</u>
Net Change	64,330	64,121	209	201,061	156,725	(122,835)
Beginning of Year		-		64,121	265,182	421,907
End of Year		<u>\$ 64,121</u>		<u>\$ 265,182</u>	<u>\$ 421,907</u>	<u>\$ 299,072</u>

Notes:

Annual budget is \$250,000 in 2002 \$ escalated by the Consumer Price Index (CPI).

CPI for FY 2010 is approximately 3.5 percent.

Assume CPI remains constant to FY 2011 & FY 2012 for revenues and expenses.

For revenues, budget amount is on cash basis and actual amount is on accrual basis.

Compliance With 30 Percent Fund Balance Limitation

	Fiscal Year 2008			Fiscal Year 2007		Fiscal Year 2006	
	In compliance with the FY 2008 30% Rule?	30% Base	Excess Amount	In compliance with the FY 2007 30% Rule?	Excess Amount	In compliance with the FY 2006 30% Rule?	Excess Amount
<i>Streets and Roads</i>							
Carlsbad	No	809,109	2,848,609	No	3,500,145	No	6,066,205
Chula Vista	No	1,558,285	14,777,753	No	12,575,374	No	12,143,595
Coronado	No	193,678	220,206	Yes	N/A	No	474,610
Del Mar	Yes	61,738	N/A	Yes	N/A	No	12,979
El Cajon	No*	615,052	1,357,153	No	2,376,790	No	3,120,402
Encinitas	No	506,711	466,792	No	8,207,379	No	6,874,825
Escondido	No	1,036,360	7,111,416	No	9,642,442	No	8,118,856
Imperial Beach	No	215,347	620,940	No	356,112	No	273,090
La Mesa	Yes	380,225	N/A	No	1,021,108	No	1,198,348
Lemon Grove	No	212,225	1,191,499	No	1,294,772	No	1,355,630
National City	No*	103,648	3,555,774	No	3,108,733	No	2,413,407
Oceanside	No	1,354,770	10,699,954	No	7,650,155	No	8,670,338
Poway	Yes	383,321	N/A	No	690,200	No	690,992
San Diego City	No	9,014,806	14,873,365	No	10,431,231	No	8,722,598
San Marcos	No	588,824	513,158	No	604,917	Yes	N/A
Santee	Yes	316,737	N/A	Yes	N/A	No	363,939
Solana Beach	No	133,559	1,074,085	No	2,313,472	No	1,945,657
Vista	Yes	452,254	N/A	No	3,121,303	No	5,972,559
San Diego County	Yes	3,665,373	N/A	No	15,275,701	No	23,757,185
<i>Transit</i>							
Metropolitan Transit System	No*	7,344,154	4,033,080	No	3,297,498	No	13,171,059
North County Transit District	Yes	5,257,833	N/A	Yes	N/A	No	27,649,971

Yes = In compliance.

No = Not in compliance and not receiving *TransNet* payments; No* = Not in compliance per FY 2008 audit, however certification received and currently receiving *TransNet* payments.

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

October 14, 2009

AGENDA ITEM NO.: **5**

Action Requested: **DISCUSSION/POSSIBLE ACTION**

ITOC PARTICIPATION PROCESS FOR THE 2050 REGIONAL
TRANSPORTATION PLAN TRANSPORTATION PROJECT EVALUATION
CRITERIA AD HOC WORKING GROUP

File Number 3100500

Introduction

Transportation project evaluation criteria have been utilized in past Regional Transportation Plans (RTPs) to evaluate and prioritize transportation projects for funding scenarios. SANDAG also utilizes plan performance measures to evaluate and compare regional networks of transportation projects.

Discussion

As part of the development of the 2050 RTP, the Executive Director and Board Chair have established the Transportation Project Evaluation Criteria Ad Hoc Working Group (TPEC). The TPEC will provide input on transportation project evaluation criteria and plan performance measures, which will support the goals and objectives for the 2050 RTP to be established by the Board of Directors.

The TPEC includes technical staff from existing SANDAG working groups as well as staff from partner agencies such as the San Diego County Regional Airport Authority, Caltrans, Metropolitan Transit System, North County Transit District, and the Port of San Diego.

The Ad Hoc TPEC kickoff meeting took place on Wednesday, September 30, 2009. The highlights of the meeting included an overview of the roles and responsibilities of the TPEC, a review of the 2030 RTP evaluation criteria and performance measures, as well as an update on initial evaluation criteria and plan performance measures research, related to new focus areas such as climate change, safety/evacuation routes, and environmental justice. Beginning in October, meetings will occur on the second Tuesday of every month, with TPEC activities concluding in the summer of 2010.

The ITOC Bylaws (Roles and Responsibilities, Item 6) call for ITOC's participation in refinement of transportation project evaluation criteria used in the RTP. For the 2030 RTP, ITOC participated via staff presentations on the draft criteria at appropriate milestones. Staff would like to discuss if ITOC would like to maintain the same participation process for the 2050 RTP or if ITOC would like to recommend one of its members to participate directly in the TPEC.

Attachment: 1. 2050 RTP TPEC Ad Hoc Working Group Membership Roster

Attachment: 2. 2050 RTP TPEC Ad Hoc Working Group Meeting Schedule

Key Staff Contact: Scott Strelecki, (619) 699-6954, sstr@sandag.org

**2050 RTP Transportation Project Evaluation Criteria
Ad Hoc Working Group Membership Roster**

Ad Hoc Working Group Members

- Bicycle-Pedestrian Working Group (1)
- Cities/County Transportation Advisory Committee (CTAC) (2)
- Independent Taxpayer Oversight Committee (ITOC) (1) (potential)
- Regional Planning Stakeholders Working Group (SWG) (2)
- Regional Planning Technical Working Group (TWG) (2)
- Interagency Technical Working Group on Tribal Transportation Issues (1)
- Caltrans (1)
- Metropolitan Transit System (MTS) (1)
- North County Transit District (NCTD) (1)
- Port of San Diego (1)
- San Diego County Regional Airport Authority (1)

**2050 RTP Transportation Project Evaluation Criteria
Ad Hoc Working Group Meeting Schedule**

Monthly Meeting

September 30, 2009
 October 13, 2009
 November 10, 2009
 December 8, 2009
 January 26, 2010*
 February 9, 2010
 March 9, 2010
 April 13, 2010
 May 11, 2010

Tentative Meeting Topics

Kickoff Meeting
 Connector Criteria Development
 Highway Criteria Development
 Draft Highway/Connector Criteria
 Transit Criteria Development
 Draft Transit Criteria
 Highway/Transit Criteria Refinement
 Draft Transportation Evaluation Criteria
 Plan Performance Measures

* This date is dependent upon the incorporation of transit evaluation criteria to be developed by the Urban Core Transit Strategy.

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

October 14, 2009

AGENDA ITEM NO.: **6**

Action Requested: INFORMATION

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)
OVERVIEW AND THE ITOC'S ROLE IN THE APPROVAL PROCESS

File Number 1500100

Introduction

As a follow-up to comments made at the July 8, 2009, ITOC meeting, an overview of the ITOC's role in the RTIP approval process will be presented. In addition, the background of the development of the local street and road congestion relief guidelines will be provided, including a review of previous discussions by the ITOC.

Attachments: 1. Board Policy No. 031, Rule #18 and Attachment
2. ITOC Agenda Item No. 4, March 15, 2006

Key Staff Contacts: Sookyung Kim, (619) 699-6909, ski@sandag.org
Charles "Muggs" Stoll, (619) 699-6945, mst@sandag.org



BOARD POLICY No. **031**

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).

Rule #18: Local Street and Road Program

Adoption Date: June 23, 2006

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, that local agencies do not cumulatively use more than 30 percent of the revenues for maintenance-related projects.

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

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%)
New or Expanded Facilities	
New roadways and bridges	
Roadway and bridge widening	
Roadway widening for bike lanes	Lane removal for bike lanes
Major Rehabilitation and Reconstruction	
Roadway rehabilitation (grinding and overlay, or new structural pavement, or new overlay 1-inch thick or greater)	Pavement overlay (less than 1 inch) Pot hole repair, chip seal, fog seal, crack seal (except when part of roadway rehabilitation project)
Roadway realignment	Roadway realignment that does not increase roadway capacity
Bridge retrofit or replacement	Bridge replacement for aesthetic purposes
Roadway drainage improvements for the purpose of improving capacity-impeding conditions such as significant and frequent roadway flooding	Minor drainage improvements not part of a congestion relief project
New sidewalk or sidewalk widening	
Traffic Operations	
Median installation for safety improvement or left-turn movement	Stand alone landscaping project of an existing median
New traffic signal, passive permissive left turn (PPLT) installation, signal removal for congestion relief reasons, traffic signal upgrades, intersection lighting	Traffic signal replacement, bulb replacement, hardware, software, inductive loop repair
Traffic signal coordination	
Traffic signal interconnection	
Centrally controlled traffic signal optimization system	
Traffic surveillance or detection system (video)	

Congestion Relief (At least 70%)	Maintenance and Non-Congestion Relief (No more than 30%)
<p>Traffic data collection system for performance monitoring purposes (in pavement detection, radar)</p> <p>Smart Growth-Related Infrastructure*</p> <p>Traffic calming measures</p> <p>Pedestrian ramps</p> <p>Pedestrian traffic signal activation</p> <p>Pedestrian crossings/overcrossings</p> <p>Buffer area between sidewalk and street</p> <p>Pedestrian roadway lighting</p> <p>Transit Facilities</p> <p>New bus stops</p> <p>Bus stop enhancements</p> <p>Bus-only lanes</p> <p>Queue jumper lanes for buses</p> <p>Traffic signal priority measures for buses</p> <p>Transit operational costs for shuttle and circulator routes</p>	<p>Light bulb replacement</p> <p>Bus-only lanes that do not provide congestion relief</p> <p>Non-Congestion Relief</p> <p>Erosion control (unless required as part of a congestion relief project)</p> <p>Landscaping (unless required as part of a congestion relief project)</p> <p>Roadway signing and delineation (unless it is a congestion relief project)</p>

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

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

San Diego Association of Governments – *TransNet* Program

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

March 15, 2006

AGENDA ITEM NO.: **4**

Action Requested: DISCUSSION/POTENTIAL ACTION

ITOC COMMENTS ON THE DRAFT GUIDELINES
FOR LOCAL STREET AND ROAD ELIGIBILITY

File Number 1110200

At the January 18, 2006, meeting, the ITOC received a briefing regarding the *TransNet* local street and road program and the new requirements from the *TransNet Extension* on the use of these funds. Attachment 1 provides a summary of these local program requirements.

The discussion at the last meeting focused on the new requirement that, of each jurisdiction's local street and road formula funds beginning in Fiscal Year 2008-09, at least 70 percent must be expended for congestion relief projects, and no more than 30 percent may be spent on routine maintenance projects. The ITOC appointed a subcommittee to review the draft set of guidelines that had been developed to better define the types of projects that could be included under these new categories.

The staff also is working with the Cities/County Transportation Advisory Committee (CTAC) on these draft guidelines and will be trying to accommodate the comments from the CTAC and the ITOC in the final set of guidelines to be presented to the SANDAG Transportation Committee. If approved, these guidelines will be provided to all the local agencies so that they can prepare their input for the upcoming Regional Transportation Improvement Program (RTIP) update covering projects to be funded in Fiscal Years 2006-07 to 2010-11.

The ITOC Subcommittee is scheduled to meet with CTAC representatives for a second time prior to today's meeting. Attachment 2 provides the latest draft guidelines based on some comments received at the first meeting of the ITOC Subcommittee and CTAC representatives. The ITOC will be provided with an update based on the second meeting of the subcommittee. Any comments recommended by the ITOC will be forwarded to the SANDAG Transportation Committee for its consideration when it takes action on the proposed guidelines.

Attachments related to this item include:

- Attachment 1 – Summary of the provisions related to the use of local street and road revenues under the new *TransNet Extension* Ordinance, which include references to the ITOC's role as related to the local street and road program.
- Attachment 2 – The revised draft *TransNet* Local Street and Road Program Ordinance and Expenditure Plan Implementation Guidelines based on comments received from the ITOC Subcommittee and CTAC representatives at their first meeting.

[Excerpts from a 11/3/05 Cities/County Transportation Advisory Committee (CTAC) agenda report]

TransNet Ordinance: Local Streets and Roads Program

SECTION 2

EXPENDITURE PLAN SUMMARY:

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

SECTION 4

EXPENDITURE PLAN PURPOSES:

E.3 All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the costs of including bikeways and walkways would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines.

SECTION 5

EXPENDITURE PLAN PROCEDURES:

A. Each local agency shall biennially develop a five-year list of projects to be funded with revenues made available for local street and road improvements under Section 4(D). A local public hearing on the proposed list of projects shall be held by each local agency prior to submitting its project list to the Commission for approval pursuant to Section 6.

B. All projects to be funded with revenues made available under Section 4 must be consistent with the Regional Transportation Plan (RTP). Project priorities or phasing shall also be consistent with the RTP. The Expenditure Plan shall be reviewed for consistency with RTP following each major update of the RTP as required by state or federal law. The Expenditure Plan shall be amended as necessary to maintain consistency with the Regional Transportation Plan. If funds become available in excess of the amount allocated in the Expenditure Plan, additional projects shall be added to the Expenditure Plan consistent with the priorities in the Regional Transportation Plan. Any amendments to the Expenditure Plan shall be made in accordance with the procedures for amending this ordinance as provided for in Section 16.

SECTION 8

MAINTENANCE OF EFFORT:

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

SECTION 9

REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (RTCIP):

A. New Development Exactions Starting on July 1, 2008, each local agency in the San Diego region shall contribute \$2,000 in exactions from the private sector, for each newly constructed residential

housing unit in that jurisdiction to the RTCIP. These exactions shall ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements, as defined in San Diego Association of Governments' (SANDAG's) most recent, adopted Regional Transportation Plan. New residential housing units constructed for extremely low, very-low, low, and moderate income households, as defined in California Health and Safety Code Sections 50105, 50106, 50079.5 and 50093, will be exempted from the \$2,000 per unit contribution requirement. The amount of contribution shall be increased annually, in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index published by the Engineering News Record or similar cost of construction index. Each local agency shall establish an impact fee or other revenue Funding Program by which it collects and funds its contribution to the RTCIP. Each local agency shall be responsible for establishing a procedure for providing its monetary contribution to the RTCIP. The RTCIP revenue will be used to construct improvements on the Regional Arterial System such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for regional express bus and rail transit. This action is predicated on the desire to establish a uniform mitigation program that will mitigate the regional transportation impacts of new development on the Arterial system. While the RTCIP cannot and should not fund all necessary regional transportation network components and improvements, the RTCIP will establish a new revenue source that ensures future development will contribute its pro rata share towards addressing the impacts of new growth on regional transportation infrastructure.

TransNet Local Street and Road Program
TransNet Ordinance and Expenditure Plan Implementation Guidelines

Draft: March 9, 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 category. Clarification is added in the roadway maintenance column as to eligibility as part of the 30 percent category but non-eligibility as part of the 70 percent category. Facilities that are not considered to contribute to congestion relief are listed at the end of the table in the maintenance column.

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 <p>Traffic Operations</p> <ol style="list-style-type: none"> 8. Median installation for safety improvement or left turn movement 9. New traffic signal, PPLT installation, signal removal for congestion relief reasons, traffic signal upgrades 10. Traffic signal coordination 11. Traffic signal interconnection 12. Centrally controlled traffic signal optimization system 13. Traffic surveillance system (video) 14. Traffic data collection system for performance monitoring purposes (in pavement detection, radar) 	<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 <p>Median landscaping</p> <p>Traffic signal replacement, bulb replacement, hardware, software, inductive loop repair</p>

Congestion Relief (At least 70%)	Maintenance and Non-Congestion Relief (No more than 30%)
<p>Smart Growth Related Infrastructure*</p> <ul style="list-style-type: none"> 15. New sidewalks 16. Sidewalk widening or repair 17. Bulb-outs 18. Speed bumps 19. Pedestrian ramps 20. Pedestrian traffic signal activation 21. Pedestrian crossings/overcrossings 22. Buffer area between sidewalk and street 23. New roadway lighting <p>Transit Facilities</p> <ul style="list-style-type: none"> 24. New bus stops 25. Bus stop enhancements 26. Bus-only lanes 27. Queue jumper lanes for buses 28. Traffic signal priority measures for buses 29. Transit operational costs for shuttle and circulator routes 	<ul style="list-style-type: none"> ▪ Light bulb replacement <p>Non-Congestion Relief</p> <ul style="list-style-type: none"> 30. Erosion control (unless required as part of a congestion relief project) 31. Landscaping (unless required as part of a congestion relief project) 32. Roadway signing and delineation (unless required as part of 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 efforts are eligible under the 30 percent category. Costs for general *TransNet* fund administration, transportation planning, or traffic operations are eligible up to one 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 seven Regional Comprehensive Plan smart growth land use type characteristic areas: Metropolitan Center, Urban Center, Town Center, Community Center, Transit Corridor, Special Use Center, Rural Community.

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

October 14, 2009

AGENDA ITEM NO.: **7**

Action Requested: DISCUSSION

2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP):
AMENDMENT NO. 15

File Number 15001

Introduction

SANDAG, at its meeting on July 25, 2008, approved the 2008 RTIP, the multi-billion dollar program of projects covering the period from FY 2009 to FY 2013 and funded by federal, state, *TransNet* local sales tax, and other local funding sources. SANDAG is processing Amendment No. 15 to the 2008 RTIP as part of its quarterly amendment cycle in response to requests for changes from member agencies.

At its meeting on October 16, 2009, the Transportation Committee is scheduled to consider for approval Amendment No. 15 to the 2008 RTIP. The ITOC is asked to review and provide comments to the proposed Amendment No. 15 focusing its review on the *TransNet*-funded projects.

Role of the ITOC

Based on the provisions of the *TransNet* Extension Ordinance, the ITOC is responsible for reviewing projects proposed for funding with *TransNet* funds and providing comments to the SANDAG Transportation Committee and to the Board of Directors for consideration when actions are taken on the RTIP. The text of Ordinance Paragraph #8 relating to the ITOC's role in the RTIP process is provided below:

8. "Review and comment on the programming of *TransNet* revenues in the Regional Transportation Improvement Program (RTIP). This provides an opportunity for the ITOC to raise concerns regarding the eligibility of projects proposed for funding before any expenditures are made. In addition to a general eligibility review, this effort should focus on significant cost increases and/or scope changes on the major corridor projects identified in the Ordinance and Expenditure Plan."

Discussion

SANDAG processes amendments to the RTIP generally on a quarterly basis and occasionally on a more frequent basis as circumstances arise. This quarterly Amendment No. 15 includes changes as requested by member agencies. Attachment 1 provides the proposed changes included in

Amendment No. 15, while Attachment No. 2 provides the program capacity analysis for agencies requesting changes.

Attachments: 1. Draft Transportation Committee Report
2. Amendment No. 15
3. *TransNet* Program Analysis

Key Staff Contact: Sookyung Kim, (619) 699-6909, ski@sandag.org

TRANSPORTATION COMMITTEE

October 16, 2009

AGENDA ITEM NO.: **8****Action Requested: APPROVE**

2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM:
AMENDMENT NO. 15

File Number 1500300

Introduction

On July 25, 2008, the Board of Directors adopted the 2008 Regional Transportation Improvement Program (RTIP), the multiyear program of proposed major highway, arterial, transit, and bikeway projects in the San Diego region covering the period Fiscal Year (FY) 2009 to FY 2013. The 2009 Federal State Transportation Improvement Program (FSTIP) which includes the SANDAG 2008 RTIP received federal approval on November 17, 2008.

Recommendation

The Transportation Committee is asked to adopt Resolution No. 2010-04 (Attachment 1), approving Amendment No. 15 to the 2008 RTIP.

Discussion

SANDAG processes amendments to the RTIP generally on a quarterly basis and occasionally on a more frequent basis as circumstances arise. Amendment No. 15 (Attachment 2) represents the quarterly amendment that includes changes as requested by member agencies.

Independent Taxpayer Oversight Committee

The Independent Taxpayer Oversight Committee (ITOC) is the independent citizen oversight committee that reviews *TransNet*-funded projects. The ITOC is scheduled to review Amendment No. 15 at its October 14, 2009, meeting focusing its review on the *TransNet* Extension-funded programs. Any significant comments will be presented to the Transportation Committee.

Public Notice/Resolutions

SANDAG transmitted the draft Amendment No. 15 to interested parties for a 15-day public review. The comment period ends on October 7, 2009. As of the date of this report, no comments have been received.

TransNet Program of Projects for Local Agencies

The *TransNet* Policy (SANDAG Policy No. 031) outlines several requirements for amending projects in the RTIP funded with local *TransNet* funds. One of the requirements is that prior to the approval of an amendment request, the agencies need to document that their governing body has reviewed and approved of the proposed changes. The documentation also attests that the agencies have followed their procedures for notification to the public. This documentation is memorialized in a

signed resolution which must be submitted to SANDAG prior to proceeding with the amendment. The local agencies outlined below have followed all of the required documentation for this amendment.

Below summarizes the changes in this amendment with additional details included in Table 1, Attachment 2.

Caltrans

- At the July 24, 2009, meeting, the Board approved the use of *TransNet* – Major Corridor (MC) to fund the design phase for a number of projects to be ‘shovel ready’ to take advantage of other funding opportunities. These projects include **I-5 HOV/Managed Lanes (CAL09)/SR 94 Widening (CAL67)/I-805 HOV/Managed Lanes – South (CAL78C)**. For CAL09 in addition to the increase in design funding, Caltrans moved funding from the Right-of-Way (ROW) phase to the Preliminary Engineering (PE) phase in order to complete the final Environmental Document. The total project increases to \$83,177,000 for CAL09. For CAL67, the amendment also proposes to reduce the Transportation Congestion Relief Program (TCRP) funds to the amount already allocated (\$10,000,000). With the reduction in TCRP, the total project, which includes \$1,000,000 in *TransNet* funds, is reduced to \$11,000,000. For CAL78C, the additional design funding increases the total project to \$46,516,000.
- **I-15 Managed Lanes – North Segment (CAL18A)/SR 78 Auxiliary Lanes (CAL120)**: At the September 25, 2009, meeting, the Board approved to transfer \$3,000,000 in savings from CAL18A to two other related projects - \$2,000,000 to the Nordahl Road Bridge project (ESC13 – see below) and \$1 million to the SR 78 Auxiliary Lanes project (CAL120). Total project for CAL18A is reduced to \$220,489,000.
- **I-15 Managed Lanes – South Segment (CAL18B)**: This amendment proposes to include the Mira Mesa Transit Center to the project scope. In previous versions of the RTIP, the funding for the project was included as part of this project with the scope for the transit center not specified. The FY 2010 CIP separated out the transit project with its own budget. The July RTIP amendment reflected the CIP. However, based on comments from the Corridor Director, the transit center was moved back to this project along with the appropriate budget. Total project increases to \$491,554,000.
- **State Route 52 Freeway (CAL26)**: This amendment proposes to revise funding between fiscal years. Total project remains \$548,905,000.
- **SR 76 Middle (CAL29)**: This amendment proposes to revise funding between phases and fiscal years resulting in a slight decrease. The approved FY 2010 Budget included some errors which is now corrected resulting in a need to revise the RTIP to reflect the correction. Total programmed is reduced to \$230,799,000.
- **Highway Bridge Program (CAL44)**: The City of San Diego, one of the recipient agencies for this program, proposes to use Advance Construction (AC), using its local funds to be reimbursed with federal funds in later years. The total project increases by this AC amount to \$92,141,000.
- **SHOPP Collision Reduction (CAL46B)**: This amendment proposes to add a new project to this lump sum program administered by Caltrans. Total project increases to \$101,679,000.

- **I-5/I-8 Connector (CAL77):** This amendment proposes to add the Federal High Priority Program (HPP) earmark funds in addition to moving out the remaining funds from FY 2009 to FY 2010. Total project increases to \$4,033,000.
- **At Civic Center Drive, Harbor Drive and I-5 (CAL110)/Bay Marina Drive at I-5 At Grade Improvements (CAL115):** This amendment proposes to increase Local funds and revises funding between fiscal years. For CAL110, the total project increases to \$3,950,000 and for CAL115 to \$2,680,000.
- **Highway Maintenance (CAL121).** This new project is a state administered program to maintain existing highways. Total project is \$24,857,000.

City of Carlsbad

- **El Camino Real Widening – Tamarack Avenue to Chestnut Avenue (CB04A)/El Camino Real – Lisa Street to Crestview Drive (CB04C):** This amendment proposes to increase funding for both projects. Total project increases to \$12,349,000 and \$1,202,000, respectively.
- **El Camino Real and Cannon Road (CB04B):** The amendment proposes to decrease funding while moving the funding out to FY 2013. Total project decreases to \$589,000.
- **Carlsbad Blvd. Bridge over Las Encinas Creek (CB16):** The amendment proposes to delete this project. This project was part of the Highway Bridge Program (CAL44) but has since been delisted.
- **Carlsbad Blvd. Bridge over Encina Power Station (CB17)/Carlsbad Blvd. Bridge over SDNR Railroad (CB18)/Pavement Management – Seal (CB21)/Palomar Airport Road – Armada Drive to Paseo Del Norte (CB23)/College Boulevard and Palomar Airport Road – Intersection Improvements (CB24):** This amendment proposes to increase funding for all five projects. For CB17, total project increases to \$158,000, for CB18 total project increases to \$44,000, for CB21 total project increases to \$2,300,000, for CB23 total project increases to \$1,676,000 and for CB24 total project increases to \$838,000.
- **Pavement Management – Overlay (CB20):** This amendment proposes to decrease the funding. Total project decreases to \$15,720,000.

City of Del Mar

- **Resurfacing and Drainage Projects (DM01)/Jimmy Durante Blvd. – Northbound Lane (DM03):** This amendment proposes to revise funding between fiscal years and increase funding for these two projects. Total project increases to \$1,731,000 and \$168,000, respectively.
- **Local Match to Bridge Retrofit Projects (DM02):** This amendment proposes to revise funding between fiscal years. The project is part of CAL44. The *TransNet*-Local Street Improvement (LSI) funding represents the local match to the federal funds. Total programmed remains at \$294,000.
- **Camino Del Mar Major Rehabilitation Projects (DM04):** This amendment proposes to increase funding and revise the project schedule. Total project increases to \$346,000.

City of Escondido

- **Nordahl Road Bridge at SR 78 (ESC13):** As explained above, the Board approved the transfer of \$2,000,000 toward the design of this project. Total project increases to \$7,286,000.

North County Transit District

- **Preventive Maintenance (NCTD02):** This amendment proposes to transfer \$80,000 in Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula funding to NCTD29 (see below). Total project is reduced to \$121,845,000 (which includes \$20,000 in local match reduction).
- **Bus/Rail Support Equipment and Facility (NCTD06):** NCTD was successful in receiving \$2,000,000 from the federal Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) funds, part of the American Recovery and Reinvestment Act (ARRA). Total project increases to \$23,282,000.
- **Rail – ROW Improvements (NCTD18)/Expanded Transit Service (NCTD34):** At the September 25, 2009, meeting, the Board approved the fund exchange between NCTD and SANDAG. NCTD would exchange its FTA Section 5307 funds with a like amount of *TransNet*-MC to use toward operations. Also, federal law allows transit agencies to use up to 10 percent of its ARRA Section 5307 funds for operating purposes. NCTD18 transfers the 10 percent of ARRA Section 5307 (\$2,424,000) to NCTD34. In addition to the ARRA funding, NCTD34 adds the *TransNet*-MC funds (\$1,313,000) from the exchange. For NCTD18, total project is reduced to \$14,044,000, and for NCTD34, the project increases to \$178,096,000.
- **Planning (NCTD29):** Similar to the fund exchange with SANDAG, NCTD also entered into another fund exchange with the Metropolitan Transit System (MTS). MTS agreed to exchange \$513,000 of its FTA Section 5307 funds with like amount of Section 5309 Fixed Guideway funds from NCTD. Including the \$80,000 transfer from NCTD02, the total project increases to \$2,616,000.

San Diego Association of Governments

- **Non-motorized Projects (SAN21):** This amendment proposes to reduce funding for two agencies which have completed the projects. Total project decreases to \$29,417,000.
- **San Ysidro Intermodal Freight Facility (SAN27):** This amendment proposes to revise funding between fiscal years. Total project remains \$149,090,000.
- **Mid-Coast Super Loop (SAN46):** At its July 24, 2009, meeting, the Board approved the exchange of \$5,700,000 in FTA New Starts funds programmed for the University Towne Centre (UTC) Transit Center project with like amount of *TransNet*-MC from SAN46. This amendment reflects this exchange. Total project remains \$39,187,000. The RTIP amendment for UTC Transit Center will be included in a future RTIP amendment pending the final negotiation between SANDAG and Westfield Corporation, the developer for the transit center.
- **Blue Line Upgrade (SAN66):** Like NCTD, MTS Board approved the use of 10 percent of its Section 5307 ARRA funding for operating purposes (see MTS23A below). The MTS share of the ARRA funds was initially programmed for the Blue Line project (approved by the Board at its

April 24, 2009, meeting, approving the FY 2010 transit Capital Improvement Program). This amendment would reduce the Section 5307 ARRA funding and add the \$1,313,000 in regular Section 5307 from the fund exchange with NCTD. Total project remains \$77,381,000. Staff will present an overall status of the Blue Line project including the funding plan at the November Transportation Committee and Board meetings.

- **Coastal Rail Corridor (SAN114):** At its July 24, 2009, meeting, the Board approved the use of *TransNet*-MC to fund the design phase for a number of projects to be 'shovel ready' to take advantage of other funding opportunities. This lump sum project represents the seven coastal rail projects along the LOSSAN corridor: Camp Pendleton/San Onofre Double Track, Oceanside Station Stub Tracks and Crossover, Carlsbad Double Track, Poinsettia Station/Carlsbad Run-Through Track, San Elijo Lagoon Double Track, Sorrento Valley Double Track, Tecolote-Washington Crossovers. Total project cost is \$19,100,000.

San Diego Metropolitan Transit System

- **Transit Service Operations (MTS23A):** This amendment adds the 10 percent of ARRA Section 5307 funding (see SAN66) and also increases the regular Section 5307 funds. Total project increases to \$133,251,000.
- **Bus & Rail Rolling Stock Purchases and Rehabilitations (MTS28)/Bus and Fixed Guideways Station Stops and Terminals (MTS29)/Preventive Maintenance (MTS32A)/Fixed Guideway Transitways/Lines (MTS35):** This amendment proposes to increase funding for these projects. For MTS28, total project increases to \$181,092,000; for MTS29, the project increases to \$2,639,000; for MTS32A, the project increases to \$292,942,000; and MTS35, the project increases to \$21,576,000.
- **Bus/Rail Support Facilities and Equipment (MTS30)/Job Access Reverse Commute funded Transit (MTS42):** This amendment proposes to reduce funding. Total project is reduced to \$39,854,000 and \$7,148,000, respectively.

City of San Diego

- **Sidewalks (SD09)/Traffic Signals Citywide (SD16A)/Median Improvements Citywide (SD49)/SR 163/Friars Road Interchange Modification (SD83)/Minor Bicycle Facilities (SD166)/38th Street Improvements (SD173):** This amendment proposes to increase funding for these projects. Total project increases to \$7,224,000 for SD09, \$14,082,000 for SD16A, \$5,883,000 for SD49, \$58,818,000 for SD83, \$350,000 for SD166, and \$3,655,000 for SD173.
- **Rose Creek Beach Bikeway (SD114):** This amendment proposes to carry over this project from the 2006 RTIP. Total project increases to \$5,350,000.
- **Park Boulevard – Harbor Drive Rail Grade (SD125):** This project received \$6 million from Highway-Railroad Crossing Safety Account (HRCSA), part of Proposition 1B. Total project increases to \$27,353,000.
- **Ted Williams Parkway Pedestrian Bridge at Shoal Creek- Phase I (SD127)/Skyline Drive – 58th Street to Cardiff Street (SD130):** This amendment proposes to revise funding between fiscal years. Total project remains at \$3,340,000 and \$2,705,000, respectively.

- **Torrey Pines Road Improvements Phase I (SD196)/Imperial Ave Bus Stop and Trolley Station (SD197):** This amendment proposes to add these two new projects. Total project is \$500,000 for SD196 and \$315,000 for SD197.

City of San Marcos

- **South Santa Fe from Bosstick to Smilax (SM22)/Woodland Parkway Interchange (SM24)/McMahr Street Improvements (SM27)/San Marcos Boulevard Street Improvements (SM30)/Discovery Street Improvements (SM31)/Via Vera Cruz Bridge and Street Improvements (SM32):** This amendment proposes to reduce funding for these projects. Total project decreases to \$5,305,000 for SM22, \$43,100,000 for SM24, \$670,000 for SM27, \$3,210,000 for SM30, \$500,000 for SM31 and \$12,500,000 for SM32.
- **Barham Drive Widening (SM23)/Poinsettia Widening at La Mirada Drive (SM26)/Twin Oaks Valley Road Street Widening and Improvements (SM28):** This amendment proposes to increase funding for these projects. Total project increases to \$9,430,000 for SM23, \$2,220,000 for SM26, and \$1,100,000 for SM28.
- **Street Maintenance Operations (SM38):** This is a new project for street maintenance. Total project is \$1,100,000.

City of Vista

- **W. Vista Way Widening Construction – Phase I (VISTA08A)/SR 78 Civic Center Guide Signs (VISTA38):** This amendment proposes to add two new projects. VISTA08A is divided as phase 1 from the larger widening project. Total project is \$2,965,000 and \$75,000, respectively.
- **Inland Rail Trail Bike Lane Facility (VISTA22):** This amendment proposes to revise funding between fiscal years. Total project decreases to \$1,446,000.
- **Thibodo Road Curb and Landscaping (VISTA28)/Street Rehabilitation and Maintenance (VISTA30):** This amendment proposes to increase funding. Total project increases to \$425,000 and \$6,923,000, respectively.

Fiscal Constraint Analysis

Federal regulations require the 2008 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the *TransNet* program; and (4) the planning and programming documents of the local transportation providers.

Tables 2a through 2c (Attachment 3) provide updated program summaries including a comparison from the prior approved version. (Chapter 4 of the Final 2008 RTIP discusses, in detail, the financial capacity analysis of major program areas including discussion of available revenues). Based upon the analysis, the projects contained within the 2008 RTIP, including Amendment No. 15, are reasonable when considering available funding sources.

Air Quality Analysis

On July 25, 2008, SANDAG found the 2008 RTIP in conformance with the Regional Air Quality Strategy/State Implementation Plan (SIP) for the San Diego region. All of the required regionally significant capacity increasing projects were included in the quantitative emissions analysis conducted for the *2030 San Diego Regional Transportation Plan: Pathways for the Future* (2030 RTP) and the 2008 RTIP. The Federal Highway Administration (FHWA) and the FTA jointly approved the conformity determination for the 2008 RTIP and the conformity redetermination for the 2030 RTP on November 17, 2008.

Projects in RTIP Amendment No. 15 meet the conformity provisions of the Transportation Conformity Rule (40 CFR §93.122(g)). All capacity increasing projects in Amendment No. 15 were included in the quantitative emissions analysis conducted for the 2030 RTP and 2008 RTIP. All other projects not included in the air quality conformity analysis are either noncapacity increasing or are exempt from the requirement to determine conformity according to the Transportation Conformity Rule (40 CFR §93.126). SANDAG followed interagency consultation procedures to determine which projects are exempt. Amendment No. 15 does not interfere with the timely implementation of Transportation Control Measures. The 2008 RTIP, including Amendment No. 15, remain in conformance with the SIP.

LAUREN WARREM
Director of Finance (Acting)

Attachments: 1. Resolution No. 2010-04, Approving Amendment No. 15 to the 2008 RTIP
2. Amendment No. 15
3. Tables 2a, 2b, 2c: Fiscal Constraint Analysis

Key Staff Contact: Sookyung Kim, (619) 699-6909, ski@sandag.org

Table 1
2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)

Caltrans

MPO ID: CAL09 Capacity Status: CI RTIP #: 08-15
 TITLE: Interstate 5 - HOV Managed Lanes
 DESCRIPTION: From La Jolla Village Dr. to Harbor Dr. - construct HOV/Managed Lanes on I-5 undercrossing
 CHANGE REASON: Increase funding
 EA NO: 235800 PPNO: 0615 EST TOTAL COST: \$83,177
 RTP PAGE NO: A-5 SANDAG ID: 1200501

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$55,619	\$8,803	\$3,848	\$21,302	\$10,833	\$10,833		\$52,004	\$3,615	
TransNet Subtotal	\$55,619	\$8,803	\$3,848	\$21,302	\$10,833	\$10,833		\$52,004	\$3,615	
Other Subtotal	\$27,558	\$27,558						\$27,558		
TOTAL	\$83,177	\$36,361	\$3,848	\$21,302	\$10,833	\$10,833		\$79,562	\$3,615	

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$23,119	\$8,803	\$12,316	\$2,000				\$14,624	\$8,495	
TransNet Subtotal	\$23,119	\$8,803	\$12,316	\$2,000				\$14,624	\$8,495	
Other Subtotal	\$27,558	\$27,558						\$27,558		
TOTAL	\$50,677	\$36,361	\$12,316	\$2,000				\$42,182	\$8,495	

MPO ID: CAL18A Capacity Status: CI RTIP #: 08-15
 TITLE: I-15 Managed Lanes-North Segment
 DESCRIPTION: From Clarence Lane to SR 78 - construct managed lanes
 CHANGE REASON: Reduce funding
 EA NO: 081001 PPNO: 0672F EST TOTAL COST: \$220,489
 RTP PAGE NO: A-5 SANDAG ID: 1201503

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$70,232	\$17,318	\$8,390	\$7,792	\$8,161	\$28,571		\$17,482	\$704	\$52,046
TransNet - MC AC			\$25,654		\$(25,654)					
TransNet Subtotal	\$70,232	\$17,318	\$34,044	\$7,792	\$(17,493)	\$28,571		\$17,482	\$704	\$52,046
Other Subtotal	\$150,257	\$49,811	\$29,300	\$45,492	\$25,654			\$10,555	\$5,432	\$134,270
TOTAL	\$220,489	\$67,129	\$63,344	\$53,284	\$8,161	\$28,571		\$28,037	\$6,136	\$186,316

* Additional \$25M is programmed under CAL91

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$73,232	\$17,318	\$8,390	\$7,792	\$8,161	\$31,571		\$17,482	\$704	\$55,046
TransNet - MC AC			\$71,146	\$(45,492)	\$(25,654)					
TransNet Subtotal	\$73,232	\$17,318	\$79,536	\$(37,700)	\$(17,493)	\$31,571		\$17,482	\$704	\$55,046
Other Subtotal	\$150,257	\$49,811	\$29,300	\$45,492	\$25,654			\$10,555	\$5,432	\$134,270
TOTAL	\$223,489	\$67,129	\$108,836	\$7,792	\$8,161	\$31,571		\$28,037	\$6,136	\$189,316

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL18B Capacity Status: CI RTIP #: 08-15
 TITLE: I-15 Managed Lanes- South Segment and
 Mira Mesa Transit Center
 DESCRIPTION: From SR 163 to 15/56 Separation - Construct managed lanes, south segment including Direct Access
 Ramps: construct auxiliary lane along northbound I-15 from Pomerado Rd. overcrossing to Carroll Canyon
 Rd. overcrossing, construct transit center at Miramar College near Hillery Dr.
 CHANGE REASON: Increase funding
 EA NO: 081501 PPNO: 0672G EST TOTAL COST: \$491,554
 RTP PAGE NO: A-5 SANDAG ID: 1201501

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$69,810	\$32,901	\$5,661	\$19,341	\$5,461	\$5,498	\$948	\$41,206	\$21,874	\$6,730
TransNet Subtotal	\$69,810	\$32,901	\$5,661	\$19,341	\$5,461	\$5,498	\$948	\$41,206	\$21,874	\$6,730
Other Subtotal	\$421,744	\$371,744			\$50,000			\$21,744		\$400,000
TOTAL	\$491,554	\$404,645	\$5,661	\$19,341	\$55,461	\$5,498	\$948	\$62,950	\$21,874	\$406,730

* Funding shown in FY 2012 and FY 2013 is for administrative close out of the project

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$59,580	\$32,901	\$5,661	\$17,526	\$2,796	\$348	\$348	\$40,256	\$19,324	
TransNet Subtotal	\$59,580	\$32,901	\$5,661	\$17,526	\$2,796	\$348	\$348	\$40,256	\$19,324	
Other Subtotal	\$421,744	\$371,744			\$50,000			\$21,744		\$400,000
TOTAL	\$481,324	\$404,645	\$5,661	\$17,526	\$52,796	\$348	\$348	\$62,000	\$19,324	\$400,000

MPO ID: CAL26 Capacity Status: CI RTIP #: 08-15
 TITLE: State Route 52 Freeway (E&F)
 DESCRIPTION: In San Diego, Santee and Lakeside, from SR 125 to Cuyamaca Street to SR 67. - construct 4 lane
 freeway
 CHANGE REASON: Revise funding between fiscal years
 EA NO: 010611 PPNO: 0260 EST TOTAL COST: \$548,905
 RTP PAGE NO: A-5 SANDAG ID: 1205203
 EARMARK NO: HPP 1134/2735, CA424/604

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - H	\$44,340	\$44,340						\$671	\$43,669	
TransNet - MC	\$141,348	\$54,784	\$15,549	\$20,885	\$18,380	\$3,194	\$28,556	\$13,372	\$53,969	\$74,007
TransNet - MC AC			\$11,930		\$(11,930)					
TransNet Subtotal	\$185,688	\$99,124	\$27,479	\$20,885	\$6,450	\$3,194	\$28,556	\$14,043	\$97,638	\$74,007
Other Subtotal	\$363,217	\$323,457	\$26,797	\$1,033	\$11,930			\$23,845	\$136,516	\$202,856
TOTAL	\$548,905	\$422,581	\$54,276	\$21,918	\$18,380	\$3,194	\$28,556	\$37,888	\$234,154	\$276,863

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - H	\$44,340	\$44,340						\$671	\$43,669	
TransNet - MC	\$139,148	\$67,847	\$9,925	\$19,212	\$13,709	\$4,348	\$24,107	\$13,372	\$54,197	\$71,579
TransNet - MC AC			\$14,935	\$(3,005)	\$(11,930)					
TransNet Subtotal	\$183,488	\$112,187	\$24,860	\$16,207	\$1,779	\$4,348	\$24,107	\$14,043	\$97,866	\$71,579
Other Subtotal	\$365,417	\$323,457	\$26,797	\$3,233	\$11,930			\$23,845	\$136,516	\$205,056
TOTAL	\$548,905	\$435,644	\$51,657	\$19,440	\$13,709	\$4,348	\$24,107	\$37,888	\$234,382	\$276,635

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL29 Capacity Status: CI RTIP #: 08-15
 TITLE: SR 76 Middle
 DESCRIPTION: From Melrose Dr. to So. Mission Rd. - In San Diego County in and near Oceanside - widen from 2 to 4 lanes
 CHANGE REASON: Reduce funding
 EA NO: 08010 PPNO: 0759 EST TOTAL COST: \$244,228
 RTP PAGE NO: A-6 SANDAG ID: 1207602
 EARMARK NO: CA603/2719

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$92,665	\$4,090	\$12,974	\$35,767	\$8,125	\$20,511	\$11,198	\$8,479	\$47,666	\$36,520
TransNet - REMP	\$12,000				\$4,000	\$4,000	\$4,000			\$12,000
TransNet Subtotal	\$104,665	\$4,090	\$12,974	\$35,767	\$12,125	\$24,511	\$15,198	\$8,479	\$47,666	\$48,520
Other Subtotal	\$126,134	\$7,285	\$118,849					\$7,285	\$9,519	\$109,330
TOTAL	\$230,799	\$11,375	\$131,823	\$35,767	\$12,125	\$24,511	\$15,198	\$15,764	\$57,185	\$157,850

* The state contributed \$13M for environmental support outside of the STIP or RTIP

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$92,774	\$15,009		\$33,893	\$3,586	\$29,656	\$10,630	\$6,318	\$49,786	\$36,670
TransNet - REMP	\$12,000				\$4,000	\$4,000	\$4,000			\$12,000
TransNet Subtotal	\$104,774	\$15,009		\$33,893	\$7,586	\$33,656	\$14,630	\$6,318	\$49,786	\$48,670
Other Subtotal	\$126,134	\$7,285	\$118,849					\$7,285	\$9,519	\$109,330
TOTAL	\$230,908	\$22,294	\$118,849	\$33,893	\$7,586	\$33,656	\$14,630	\$13,603	\$59,305	\$158,000

MPO ID: CAL67 Capacity Status: NCI RTIP #: 08-15
 TITLE: SR 94 Widening Exempt Category: Other - Engineering studies
 DESCRIPTION: In San Diego on Route 94 between I-805 and Downtown for the South Bay Bus Rapid Transit - environmental studies and future construction of HOV lanes; also includes environmental clearance for 2 HOV lanes in the median of SR94 and direct connectors at the I-805/SR94 interchange
 CHANGE REASON: Add new funding source, Reduce funding
 EA NO: 28710 PPNO: T0770 EST TOTAL COST: \$11,000
 SANDAG ID: 1280508
 RAS (A-5,TA.1)

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$1,000			\$1,000				\$1,000		
TransNet Subtotal	\$1,000			\$1,000				\$1,000		
Other Subtotal	\$10,000	\$10,000						\$10,000		
TOTAL	\$11,000	\$10,000		\$1,000				\$11,000		

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet Subtotal										
Other Subtotal	\$16,000	\$7,000	\$2,000	\$1,000	\$6,000			\$16,000		
TOTAL	\$16,000	\$7,000	\$2,000	\$1,000	\$6,000			\$16,000		

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

Caltrans

MPO ID: CAL78C Capacity Status: NCI RTIP #: 08-15
 TITLE: I-805 HOV/Managed Lanes - South Exempt Category: Other - Engineering studies
 DESCRIPTION: From Hall Avenue to Landis Street - preliminary engineering for future construction of managed lanes including design of 2 HOV lanes in the median of I-805 for the South Bay Rapid Transit project including DAR at Palomar Street
 CHANGE REASON: Increase funding
 EA NO: 08161 PPNO: 0730 EST TOTAL COST: \$46,516
 RTP PAGE NO: A-5; A-10 SANDAG ID: 1280501/510

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$39,981	\$8,719	\$10,409	\$10,823	\$8,155	\$1,875		\$39,981		
TransNet - Transit	\$42	\$42						\$42		
TransNet Subtotal	\$40,023	\$8,761	\$10,409	\$10,823	\$8,155	\$1,875		\$40,023		
Other Subtotal	\$6,493	\$4,293		\$2,200				\$6,493		
TOTAL	\$46,516	\$13,054	\$10,409	\$13,023	\$8,155	\$1,875		\$46,516		

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$27,181	\$8,719	\$10,409	\$6,773	\$1,280			\$27,181		
TransNet - Transit	\$42	\$42						\$42		
TransNet Subtotal	\$27,223	\$8,761	\$10,409	\$6,773	\$1,280			\$27,223		
Other Subtotal	\$4,293	\$4,293						\$4,293		
TOTAL	\$31,516	\$13,054	\$10,409	\$6,773	\$1,280			\$31,516		

MPO ID: CAL120 Capacity Status: NCI RTIP #: 08-15
 TITLE: SR 78 Auxiliary Lanes Exempt Category: Other - Engineering studies
 DESCRIPTION: From I-15 to Nordahl Road - future widening of the southbound I-15 to westbound SR-78 ramp, construction of westbound auxiliary lane on SR-78, and widening of the westbound SR-78 offramp to Nordahl Road in the City of Escondido and San Marcos
 CHANGE REASON: New project
 EST TOTAL COST: \$1,000

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$1,000			\$1,000				\$1,000		
TOTAL	\$1,000			\$1,000				\$1,000		

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB04A Capacity Status: CI RTIP #: 08-15
 TITLE: El Camino Real Widening - Tamarack Avenue (CR)
 to Chestnut Avenue
 DESCRIPTION: El Camino Real from Tamarack Ave. to Chestnut Ave. - in Carlsbad, widen El Camino Real to prime arterial standards with three travel lanes, bike lanes and sidewalks in each direction including intersection improvements at Tamarack Avenue and Chestnut Avenue
 CHANGE REASON: Increase funding
 RAS (TA 7-43) EST TOTAL COST: \$12,349

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - LSI	\$3,926			\$3,926						\$3,926
TransNet Subtotal	\$3,926			\$3,926						\$3,926
Other Subtotal	\$8,423		\$7,656	\$767				\$1,225	\$60	\$7,138
TOTAL	\$12,349		\$7,656	\$4,693				\$1,225	\$60	\$11,064

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet Subtotal										
Other Subtotal	\$8,331		\$7,656	\$675				\$1,225	\$60	\$7,046
TOTAL	\$8,331		\$7,656	\$675				\$1,225	\$60	\$7,046

MPO ID: CB16 Capacity Status: NCI **DELETED** RTIP #: 08-15
 TITLE: Carlsbad Blvd. Bridge over Las Encinas Exempt Category: Safety - Non capacity widening or bridge reconstruction (CR)
 Creek
 DESCRIPTION: On Carlsbad Blvd. 0.6 miles south of Palomar Airport Road - replace and reconstruct bridge over Las Encinas Creek along southbound Carlsbad Blvd. (local match to HBP, part of CAL44)
 CHANGE REASON: Delete project
 RAS (TA 7-43) EST TOTAL COST:

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet Subtotal										
Other Subtotal										
TOTAL										

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$255		\$255					\$39		\$216
TOTAL	\$255		\$255					\$39		\$216

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB17 Capacity Status: NCI RTIP #: 08-15
 TITLE: Carlsbad Blvd. Bridge over Encina Power Station Exempt Category: Safety - Guardrails, median barriers, crash cushions (Maint)
 DESCRIPTION: From Carlsbad Blvd. to 0.5 mile north of Cannon Road - upgrade bridge railings on the bridge over the warm water discharge from the Encina power plant (local match to HBP, part of CAL44)
 CHANGE REASON: Increase funding
 RAS (TA 7-43) EST TOTAL COST: \$158

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - LSI	\$158		\$8	\$150				\$57		\$101
TOTAL	\$158		\$8	\$150				\$57		\$101

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - LSI	\$52		\$8		\$44			\$8		\$44
TOTAL	\$52		\$8		\$44			\$8		\$44

MPO ID: CB18 Capacity Status: NCI RTIP #: 08-15
 TITLE: Carlsbad Blvd. Bridge over SDNR Railroad Exempt Category: Safety - Guardrails, median barriers, crash cushions
 DESCRIPTION: Carlsbad Blvd. from Mountain View to State - in Carlsbad 0.6 miles NW of Carlsbad Village Drive, upgrade the bridge railings on the Carlsbad Blvd. Bridge over the San Diego Northern Railway (SDNR) railroad (local match to HBP, part of CAL44)
 CHANGE REASON: Increase funding
 RAS (TA 7-43) EST TOTAL COST: \$44

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$44		\$12	\$32				\$44		
TOTAL	\$44		\$12	\$32				\$44		

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$12		\$12							\$12
TOTAL	\$12		\$12							\$12

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

Carlsbad, City of

MPO ID: CB20 Capacity Status: NCI RTIP #: 08-15
 TITLE: Pavement Management - Overlay Exempt Category: Safety - Pavement resurfacing and/or rehabilitation (CR)

DESCRIPTION: Street locations by year as follows: FY 08/09 roadways - Tamarack Avenue, Carlsbad Village Drive, El Camino Real and College Blvd., FY 09/10 roadways - La Costa Avenue, Carlsbad Blvd., Aviara Parkway, Alga Road, El Fuerte Street, Alicante Road, FY10/11 roadways - Palomar Airport Road, College Blvd., Cannon Blvd., Faraday Ave., Paseo del Norte, Carlsbad Blvd., FY 11/12 roadways - La Costa Ave., Calle Barcelona, El Camino Real, Levante Street, Rancho Santa Fe, Los Coches and FY 12-13 roadways - Carlsbad Blvd., Carlsbad Village Drive, Grand Avenue, Jefferson Street, State Street, Chestnut Avenue, Basswood Ave., Las Flores, and Kelly Dr. - in Carlsbad, pavement overlay and roadway repairs; to be implemented in a series of zones

CHANGE REASON: Reduce funding

EST TOTAL COST: \$15,720

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$2,115		\$880	\$1,235						\$2,115
TransNet - LSI	\$5,690		\$1,770			\$1,940	\$1,980			\$5,690
TransNet Subtotal	\$7,805		\$2,650	\$1,235		\$1,940	\$1,980			\$7,805
Other Subtotal	\$7,915		\$450	\$2,765	\$2,120	\$1,260	\$1,320			\$7,915
TOTAL	\$15,720		\$3,100	\$4,000	\$2,120	\$3,200	\$3,300			\$15,720

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L (Cash)	\$273		\$273							\$273
TransNet - LSI	\$10,735		\$2,377	\$1,220	\$1,300	\$2,838	\$3,000			\$10,735
TransNet Subtotal	\$11,008		\$2,650	\$1,220	\$1,300	\$2,838	\$3,000			\$11,008
Other Subtotal	\$5,505		\$450	\$2,080	\$2,000	\$475	\$500			\$5,505
TOTAL	\$16,513		\$3,100	\$3,300	\$3,300	\$3,313	\$3,500			\$16,513

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

Del Mar, City of

MPO ID: DM01 Capacity Status: NCI RTIP #: 08-15
 TITLE: Resurfacing & Drainage Projects Exempt Category: Safety - Pavement resurfacing and/or (Maint)
 rehabilitation
 DESCRIPTION: Citywide - resurface and/or rehabilitate roadways
 CHANGE REASON: Increase funding
 EST TOTAL COST: \$1,731

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$857	\$857								\$857
TransNet - LSI	\$284			\$98	\$60	\$62	\$64			\$284
TransNet Subtotal	\$1,141	\$857		\$98	\$60	\$62	\$64			\$1,141
Other Subtotal	\$590	\$590								\$590
TOTAL	\$1,731	\$1,447		\$98	\$60	\$62	\$64			\$1,731

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$857	\$857								\$857
TransNet - LSI	\$244			\$58	\$60	\$62	\$64			\$244
TransNet Subtotal	\$1,101	\$857		\$58	\$60	\$62	\$64			\$1,101
Other Subtotal	\$590	\$590								\$590
TOTAL	\$1,691	\$1,447		\$58	\$60	\$62	\$64			\$1,691

MPO ID: DM02 Capacity Status: NCI RTIP #: 08-15
 TITLE: Local Match to Bridge Retrofit Projects Exempt Category: Safety - Non capacity widening or bridge (CR)
 reconstruction
 DESCRIPTION: At N. Torrey Pines Bridge, CDM Bridge over San Dieguito River - local match to federal Highway Bridge
 Program providing for seismic retrofit (part of CAL44); project will undertake full replacement of bridge
 upper deck, full depth pavement repair, and seismic upgrades.
 CHANGE REASON: Revise funding between fiscal years
 EST TOTAL COST: \$298

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - LSI	\$294		\$182			\$12	\$100			\$294
TOTAL	\$294		\$182			\$12	\$100			\$294

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - LSI	\$298		\$186	\$12	\$100			\$12		\$286
TOTAL	\$298		\$186	\$12	\$100			\$12		\$286

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

Del Mar, City of

MPO ID: DM03 Capacity Status: NCI RTIP #: 08-15
 TITLE: Jimmy Durante Blvd. Northbound lane Exempt Category: Safety - Pavement resurfacing and/or rehabilitation (CR)
 DESCRIPTION: Jimmy Durante Blvd. from Camino Del Mar to South of San Dieguito Drive - grind and 2" overlay
 CHANGE REASON: Increase funding, Revise funding between fiscal years
 EST TOTAL COST: \$168

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - LSI	\$168					\$32	\$136			\$168
TOTAL	\$168					\$32	\$136			\$168

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - LSI	\$160			\$121	\$39					\$160
TOTAL	\$160			\$121	\$39					\$160

MPO ID: DM04 Capacity Status: NCI RTIP #: 08-15
 TITLE: Camino Del Mar Major Rehabilitation Projects Exempt Category: Safety - Pavement resurfacing and/or rehabilitation (CR)
 DESCRIPTION: From 4th to 9th Street and from 13th to 15th Street - on Camino Del Mar, grind and 2" overlay
 CHANGE REASON: Increase funding, Revise funding between fiscal years
 EST TOTAL COST: \$346

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - LSI	\$346			\$230	\$116					\$346
TOTAL	\$346			\$230	\$116					\$346

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - LSI	\$295					\$145	\$150			\$295
TOTAL	\$295					\$145	\$150			\$295

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

Escondido, City of

MPO ID: ESC13 Capacity Status: NCI RTIP #: 08-15
 TITLE: Nordahl Road Bridge @ SR-78 Exempt Category: Safety - Non capacity widening or bridge reconstruction
 DESCRIPTION: Nordahl Road from Mission Ave. to Montiel Road - replace the Nordahl Road Overcrossing to increase the minimum vertical clearance from 14'-9" to the Caltrans minimum vertical clearance of 16'-6", and provide an additional 14-feet of structure width necessary to facilitate the required construction staging of the project; the additional width of the overcrossing will accommodate operational improvements through left-turn storage at the ramp intersections; widen the eastbound and westbound exit ramps to provide three lanes at the intersections; widen Nordahl Road to provide a dedicated right-turn onto Montiel Road (no additional travel lanes)
 CHANGE REASON: Increase funding
 RAS (TA 7-44) EST TOTAL COST: \$30,650

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$736	\$736						\$191	\$545	
TransNet - L (Cash)	\$2,000			\$2,000					\$2,000	
TransNet - MC	\$2,000			\$2,000				\$2,000		
TransNet Subtotal	\$4,736	\$736		\$4,000				\$2,191	\$2,545	
Other Subtotal	\$2,550	\$1,400		\$1,150				\$1,400	\$1,150	
TOTAL	\$7,286	\$2,136		\$5,150				\$3,591	\$3,695	

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$736	\$736						\$191	\$545	
TransNet - L (Cash)	\$2,000		\$2,000						\$2,000	
TransNet Subtotal	\$2,736	\$736	\$2,000					\$191	\$2,545	
Other Subtotal	\$2,550	\$1,400		\$1,150				\$2,550		
TOTAL	\$5,286	\$2,136	\$2,000	\$1,150				\$2,741	\$2,545	

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD18 Capacity Status: NCI RTIP #: 08-15
 TITLE: Rail - ROW Improvements Exempt Category: Mass Transit - Track rehabilitation in existing right of way
 DESCRIPTION: NCTD service area - cross-tie renewal program, street cross protection, rail structure rehabilitation, rail replacement, storage tracks, rail lubricators, at-grade crossing renewal, turnout renewal, other misc. improvements
 CHANGE REASON: Reduce funding
 EST TOTAL COST: \$14,044

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - Transit	\$2,256	\$2,256								\$2,256
TransNet Subtotal	\$2,256	\$2,256								\$2,256
Other Subtotal	\$11,788	\$7,859	\$2,474	\$1,150	\$305					\$11,788
TOTAL	\$14,044	\$10,115	\$2,474	\$1,150	\$305					\$14,044

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - Transit	\$2,256	\$2,256								\$2,256
TransNet Subtotal	\$2,256	\$2,256								\$2,256
Other Subtotal	\$14,212	\$7,859	\$4,898	\$1,150	\$305					\$14,212
TOTAL	\$16,468	\$10,115	\$4,898	\$1,150	\$305					\$16,468

MPO ID: NCTD34 Capacity Status: NCI RTIP #: 08-15
 TITLE: Expanded Transit Service Exempt Category: Mass Transit - Transit operating assistance
 DESCRIPTION: NCTD service area - operating support for existing fixed route and rail transit service, including intercity bus and rural services
 CHANGE REASON: Reduce funding, Reduced Tnet revenues per SANDAG
 EST TOTAL COST: \$178,096

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$1,313			\$1,313				\$1,313		
TransNet - SS	\$200		\$200					\$200		
TransNet - TSI	\$43,962		\$8,558	\$9,071	\$8,331	\$8,720	\$9,282	\$43,962		
TransNet Subtotal	\$45,475		\$8,758	\$10,384	\$8,331	\$8,720	\$9,282	\$45,475		
Other Subtotal	\$132,621		\$25,696	\$24,422	\$26,430	\$27,543	\$28,530	\$132,621		
TOTAL	\$178,096		\$34,454	\$34,806	\$34,761	\$36,263	\$37,812	\$178,096		

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - SS	\$200		\$200					\$200		
TransNet - TSI	\$46,692		\$9,022	\$9,658	\$8,939	\$9,349	\$9,724	\$46,692		
TransNet Subtotal	\$46,892		\$9,222	\$9,658	\$8,939	\$9,349	\$9,724	\$46,892		
Other Subtotal	\$130,325		\$23,400	\$24,422	\$26,430	\$27,543	\$28,530	\$130,325		
TOTAL	\$177,217		\$32,622	\$34,080	\$35,369	\$36,892	\$38,254	\$177,217		

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN21 Capacity Status: NCI RTIP #: 08-15
 TITLE: Non-motorized Projects
 DESCRIPTION: Various locations countywide - lump sum for non-motorized projects
 CHANGE REASON: Reduce funding
 RAS (TA7-48), RAS (TA7-47), RAS (TA7-46), RAS (TA7-47), RAS (TS7-46), RAS (TA7-48), RAS (TA7-49, TA7-46), RAS (TA7-47), RAS (TA7-46), RAS (TA7-41), RAS (TA7-48) EST TOTAL COST: \$29,417

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - B	\$4,129	\$4,089	\$40					\$425		\$3,704
TransNet - BPNS	\$4,714		\$450	\$4,264				\$450		\$4,264
TransNet - L (Cash)	\$235		\$235							\$235
TransNet Subtotal	\$9,078	\$4,089	\$725	\$4,264				\$875		\$8,203
Other Subtotal	\$20,339	\$6,359	\$3,206	\$10,169	\$605			\$4,701		\$15,638
TOTAL	\$29,417	\$10,448	\$3,931	\$14,433	\$605			\$5,576		\$23,841

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - B	\$4,207	\$4,167	\$40					\$503		\$3,704
TransNet - BPNS	\$5,214		\$450	\$4,764				\$450		\$4,764
TransNet - L (Cash)	\$235		\$235							\$235
TransNet Subtotal	\$9,656	\$4,167	\$725	\$4,764				\$953		\$8,703
Other Subtotal	\$20,465	\$6,359	\$3,332	\$10,169	\$605			\$4,827		\$15,638
TOTAL	\$30,121	\$10,526	\$4,057	\$14,933	\$605			\$5,780		\$24,341

MPO ID: SAN27 Capacity Status: NCI RTIP #: 08-15
 TITLE: San Ysidro Intermodal Freight Facility Exempt Category: Mass Transit - Track rehabilitation in existing right of way
 DESCRIPTION: From Commercial St. to International Border - SD&AE Freight Yard and South Line Mainline in San Ysidro - environmental studies, design, site planning, and construction for an international freight facility; signal installation for the track and rail cars
 CHANGE REASON: Revise funding between fiscal years
 RTP PAGE NO: A-5 SANDAG ID: 1300601/2 EST TOTAL COST: \$149,090

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - Border	\$14,230		\$1,500	\$4,805	\$6,135	\$1,790		\$6,355	\$7,875	
TransNet Subtotal	\$14,230		\$1,500	\$4,805	\$6,135	\$1,790		\$6,355	\$7,875	
Other Subtotal	\$134,860	\$1,600	\$775	\$8,525		\$98,060	\$25,900	\$2,975	\$7,925	\$123,960
TOTAL	\$149,090	\$1,600	\$2,275	\$13,330	\$6,135	\$99,850	\$25,900	\$9,330	\$15,800	\$123,960

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - Border	\$14,230		\$1,500	\$5,170	\$6,790	\$770		\$6,570	\$100	\$7,560
TransNet Subtotal	\$14,230		\$1,500	\$5,170	\$6,790	\$770		\$6,570	\$100	\$7,560
Other Subtotal	\$134,860	\$1,600	\$775	\$7,925	\$600	\$98,060	\$25,900	\$2,975	\$7,925	\$123,960
TOTAL	\$149,090	\$1,600	\$2,275	\$13,095	\$7,390	\$98,830	\$25,900	\$9,545	\$8,025	\$131,520

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN46 Capacity Status: CI RTIP #: 08-15
 TITLE: Mid-Coast Super Loop
 DESCRIPTION: University City in San Diego - design and construction of transit priority treatments que jumper lanes, street modifications, new and modified transit stations, and acquisition of 12 expansion shuttles
 CHANGE REASON: Revise Funding Source
 RTP PAGE NO: A-5 SANDAG ID: 1041502 EST TOTAL COST: \$39,187

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$32,171	\$2,253	\$7,101	\$14,222	\$8,595			\$3,567	\$191	\$28,413
TransNet - Transit	\$699	\$699						\$699		
TransNet Subtotal	\$32,870	\$2,952	\$7,101	\$14,222	\$8,595			\$4,266	\$191	\$28,413
Other Subtotal	\$6,317	\$617		\$5,700				\$617		\$5,700
TOTAL	\$39,187	\$3,569	\$7,101	\$19,922	\$8,595			\$4,883	\$191	\$34,113

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$37,871	\$2,253	\$7,101	\$19,922	\$8,595			\$3,567	\$191	\$34,113
TransNet - Transit	\$699	\$699						\$699		
TransNet Subtotal	\$38,570	\$2,952	\$7,101	\$19,922	\$8,595			\$4,266	\$191	\$34,113
Other Subtotal	\$617	\$617						\$617		
TOTAL	\$39,187	\$3,569	\$7,101	\$19,922	\$8,595			\$4,883	\$191	\$34,113

MPO ID: SAN66 Capacity Status: NCI RTIP #: 08-15
 TITLE: Blue Line Upgrade Exempt Category: Mass Transit - Reconstruction or renovation of transit structures
 DESCRIPTION: From 12th/Imperial to San Ysidro - design and construction for Trolley wayside and trackway modifications including stations to support new low-floor vehicle operations on the Blue Line
 CHANGE REASON: Revise funding between fiscal years
 SANDAG ID: 1210001 EST TOTAL COST: \$114,695

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$19,811	\$127	\$403	\$4,343		\$3,340	\$11,598	\$2,261		\$17,550
TransNet Subtotal	\$19,811	\$127	\$403	\$4,343		\$3,340	\$11,598	\$2,261		\$17,550
Other Subtotal	\$57,570		\$41,318	\$1,313		\$3,340	\$11,599	\$9,921		\$47,649
TOTAL	\$77,381	\$127	\$41,721	\$5,656		\$6,680	\$23,197	\$12,182		\$65,199

* Project completion outside of programming cycle

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$15,468	\$127	\$403			\$3,340	\$11,598	\$2,261		\$13,207
TransNet Subtotal	\$15,468	\$127	\$403			\$3,340	\$11,598	\$2,261		\$13,207
Other Subtotal	\$61,913		\$46,974			\$3,340	\$11,599	\$14,577		\$47,336
TOTAL	\$77,381	\$127	\$47,377			\$6,680	\$23,197	\$16,838		\$60,543

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN114	Capacity Status: NCI	RTIP #: 08-15
TITLE: Coastal Rail Corridor		
DESCRIPTION: From Camp Pendleton to City of San Diego along the LOSSAN corridor; design track improvements; SANDAG ID 1239802 to 1239808		
CHANGE REASON: New project		
SANDAG ID: 1239803		EST TOTAL COST: \$19,100
, SANDAG ID: 1239805		
, SANDAG ID: 1239804		
, SANDAG ID: 1239807		
, SANDAG ID: 1239808		

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - MC	\$18,100			\$7,829	\$7,271	\$3,000		\$18,100		
TransNet Subtotal	\$18,100			\$7,829	\$7,271	\$3,000		\$18,100		
Other Subtotal	\$1,000			\$1,000				\$1,000		
TOTAL	\$19,100			\$8,829	\$7,271	\$3,000		\$19,100		

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS23A Capacity Status: NCI RTIP #: 08-15
 TITLE: Transit Service Operations Exempt Category: Mass Transit - Transit operating assistance
 DESCRIPTION: MTS service area - Operating support for existing services including urban, ADA, and rural bus service
 CHANGE REASON: Increase funding
 EST TOTAL COST: \$133,251

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - TSI	\$103,678		\$19,488	\$19,878	\$20,574	\$21,294	\$22,444	\$103,678		
TransNet Subtotal	\$103,678		\$19,488	\$19,878	\$20,574	\$21,294	\$22,444	\$103,678		
Other Subtotal	\$29,573	\$443	\$11,130	\$4,500	\$4,500	\$4,500	\$4,500	\$29,573		
TOTAL	\$133,251	\$443	\$30,618	\$24,378	\$25,074	\$25,794	\$26,944	\$133,251		

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - TSI	\$103,678		\$19,488	\$19,878	\$20,574	\$21,294	\$22,444	\$103,678		
TransNet Subtotal	\$103,678		\$19,488	\$19,878	\$20,574	\$21,294	\$22,444	\$103,678		
Other Subtotal	\$18,550		\$4,150	\$3,600	\$3,600	\$3,600	\$3,600	\$18,550		
TOTAL	\$122,228		\$23,638	\$23,478	\$24,174	\$24,894	\$26,044	\$122,228		

MPO ID: MTS30 Capacity Status: NCI RTIP #: 08-15
 TITLE: Bus/Rail Support Facilities and Equipment Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities
 DESCRIPTION: MTS facilities throughout the MTS service area - install security cameras on bus/rail rolling stock and at bus/rail facilities and stations; Southbay and East County bus maintenance facility expansions and upgrades including: Site development plans, building demolition and remodeling, fencing, lot paving, and storm water pollution prevention program compliance; other misc capital equipment for transit maintenance; design and procurement of materials and services for support equipment.
 CHANGE REASON: Reduce funding
 EST TOTAL COST: \$39,854

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - Transit	\$7,224	\$7,224								\$7,224
TransNet Subtotal	\$7,224	\$7,224								\$7,224
Other Subtotal	\$32,630	\$11,134	\$14,017	\$5,979	\$500	\$500	\$500			\$32,630
TOTAL	\$39,854	\$18,358	\$14,017	\$5,979	\$500	\$500	\$500			\$39,854

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - Transit	\$7,224	\$7,224								\$7,224
TransNet Subtotal	\$7,224	\$7,224								\$7,224
Other Subtotal	\$49,228	\$24,081	\$17,668	\$5,979	\$500	\$500	\$500			\$49,228
TOTAL	\$56,452	\$31,305	\$17,668	\$5,979	\$500	\$500	\$500			\$56,452

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD09	Capacity Status: NCI	RTIP #: 08-15
TITLE: Sidewalks	Exempt Category: Air Quality - Bicycle and pedestrian facilities	(CR)

DESCRIPTION: Genesee Ave. & Marlesta Dr.: new sidewalk, curb ramps, railings, Satellite Blvd.: new sidewalk northside between Thermal & Saturn, Hollister St & Ilex St.: new sidewalk & curb ramps where missing, 28th St. from Treat St. to 115'north: new sidewalk, La Jolla Shores Dr. n/o Cam del Collado: new sidewalk where missing Nimitz Blvd. at W. Pt. Loma: new sidewalk on southside, Juniper St. from Felton St. to Westland Ave.: new sidewalk northside 67th St. from El Cajon Blvd. to Amherst: new sidewalk where missing including curb and gutter: install new 5 foot wide sidewalk Green Bay from Iris to Rimbey: new sidewalk and curb ramps: east and west side of Viewridge Ave from Balboa Ave to Ridgehaven Court: east and west side of Candlelight Dr from Candlelight Pl to Van Nuys: north and south side of Euclid Ave between Dwight St and Isla Vista Dr: Genesee Ave from Derrick Dr to Mt. Herbert Ave: SD Mission Rd from Fairmount Ave to Rancho Mission Rd: 54th from Santa Margarita to Imperial and from Naranja to Imperial: Montezuma Road: 5922 El Cajon Blvd: - install new sidewalks (CIP 52-700/715, 59-002.0,37-064.0)

CHANGE REASON: Increase funding, Revise project description

EST TOTAL COST: \$8,000

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$2,910	\$2,910						\$21		\$2,889
TransNet - LSI	\$4,314		\$350	\$2,914	\$350	\$350	\$350			\$4,664
TOTAL	\$7,224	\$2,910	\$350	\$2,914	\$350	\$350	\$350	\$21		\$7,553

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$2,910	\$2,910						\$21		\$2,889
TransNet - LSI	\$1,576		\$350	\$176	\$350	\$350	\$350			\$1,926
TOTAL	\$4,486	\$2,910	\$350	\$176	\$350	\$350	\$350	\$21		\$4,815

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD16A Capacity Status: NCI RTIP #: 08-15
 TITLE: Traffic Signals Citywide Exempt Category: Other - Intersection signalization projects (CR)

DESCRIPTION: New traffic signal installation locations:, Glidden Street @ Linda Vista Road; Woodman Street @ Tooma Street; 31st Street @ Imperial Avenue; 41st Street @ National Avenue, Traffic signal upgrades/modernization locations:, Hillcrest/Uptown Vehicle Detection Installation, 32nd St. @ Market Street, Black Mtn. Rd. @ Capricorn Way, Cam Santa Fe @ Mira Mesa Blvd., Clairemont Dr. @ Merrimac St., Huennekens St. @ Mira Mesa Blvd., Lake Murray Blvd. @ Turnbridge Way, Moore St. @ Old Town Ave., Aero Ct @ Aero Dr., Pacific Hwy @ Palm St., La Jolla Village Dr @ Executive Way, Scott St @ Shelter Island Dr, Turnbridge Way @ Lake Murry Blvd, 32nd St @ Market St, 30th St @ Market St, 16th St @ Imperial Ave, Clairemont Dr @ Iroquois St, Tait St @ Ulric St, Linda Vista Rd @ Tait St, Canon St @ Talbot St, Convoy St @ Convoy Ct, Black Mountain Rd @ Capricorn Way, Ash St between Kettner Blvd & Ninth Ave, El Cajon @ Texas St, Coronado Blvd @ Saturn Blvd, Euclid Ave @ Imperial Ave, Ninth Ave @ E St, 10th Ave @ F St, 16th Ave @ Market St, Alvarado Canyon Rd @ College Ave, Briarwood @ Paradise Valley Rd, Genesee Ave @ Eastgate Mall, Front & Cedar, El Cajon Bl & Menlo & 56th to 73rd, Interconnect Systems:, Hardware, software upgrades to centrally controlled traffic signal optimization system; Balboa Avenue Interconnect, Traffic controller replacement:, upgrade 100 downtown locations, Clairemont Mesa Bvd from Clairemont Drive to Doliva - install new traffic signals with intersection street lighting systems, upgrade/modernize traffic signals, install passive/permissive traffic signal systems; traffic signal interconnect systems (CIP 62-001/002/210, 63-002/043, 68-001/010/011, 62-275/292, 62-331.0)

CHANGE REASON: Increase funding

EST TOTAL COST: \$14,082

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$5,790	\$5,790								\$5,790
TransNet - LSI	\$8,292		\$2,162	\$1,255	\$1,625	\$1,625	\$1,625			\$8,292
TOTAL	\$14,082	\$5,790	\$2,162	\$1,255	\$1,625	\$1,625	\$1,625			\$14,082

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$5,790	\$5,790								\$5,790
TransNet - LSI	\$7,937		\$2,162	\$900	\$1,625	\$1,625	\$1,625			\$7,937
TransNet Subtotal	\$13,727	\$5,790	\$2,162	\$900	\$1,625	\$1,625	\$1,625			\$13,727
Other Subtotal	\$55			\$55						\$55
TOTAL	\$13,782	\$5,790	\$2,162	\$955	\$1,625	\$1,625	\$1,625			\$13,782

**2008 Regional Transportation Improvement Program
Amendment No. 15 - TransNet Only
San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD49 Capacity Status: NCI RTIP #: 08-15
 TITLE: Median Improvements Citywide Exempt Category: Safety - Pavement marking demonstration (CR)
 DESCRIPTION: El Cajon Blvd. (CIP 39-234.0), Navajo (CIP 52-668.0), Normal St. (CIP 52-769.0) and Thorn (52-406.0),
 Balboa Ave @ Hathaway, University Ave from Iowa St to 32nd, Camino Ruiz @ Capricorn Way, Balboa
 Ave @ Mt. Culebra, Balboa Ave w/o Mt. Alifan Dr, Clairemont Drive between Burgener Blvd and Fairfield St
 (52-808) - safety improvements and/or left turn movements
 CHANGE REASON: Increase funding
 EST TOTAL COST: \$5,883

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$2,505	\$2,505						\$2,505		
TransNet - L (Cash)	\$641	\$641								\$641
TransNet - LSI	\$1,410		\$300	\$210	\$300	\$300	\$300			\$1,410
TransNet Subtotal	\$4,556	\$3,146	\$300	\$210	\$300	\$300	\$300	\$2,505		\$2,051
Other Subtotal	\$1,327	\$1,102	\$225					\$1,102		\$225
TOTAL	\$5,883	\$4,248	\$525	\$210	\$300	\$300	\$300	\$3,607		\$2,276

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$2,505	\$2,505						\$2,505		
TransNet - L (Cash)	\$641	\$641								\$641
TransNet - LSI	\$1,200		\$300		\$300	\$300	\$300			\$1,200
TransNet Subtotal	\$4,346	\$3,146	\$300		\$300	\$300	\$300	\$2,505		\$1,841
Other Subtotal	\$1,327	\$1,102	\$225					\$1,102		\$225
TOTAL	\$5,673	\$4,248	\$525		\$300	\$300	\$300	\$3,607		\$2,066

MPO ID: SD83 Capacity Status: C Capacity Status: C RTIP #: 08-15
 TITLE: SR 163/Friars Road Interchange Modification (CR)
 DESCRIPTION: Friars Road from Avenida de las Tiendas to Mission Center Road - widen and improve Friars Road and
 overcrossing; reconstruct interchange including improved ramp intersections and new connector
 roadways; and construct auxiliary lanes along northbound and southbound SR163 (CIP 52-455.0)
 CHANGE REASON: Increase funding, Revise funding between fiscal years
 RAS (TA7-47)
 EST TOTAL COST: \$58,818

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$2,207	\$2,207						\$2,207		
TransNet - LSI	\$12,098		\$2,000	\$2,500	\$2,452	\$2,927	\$2,219	\$6,952		\$5,146
TransNet Subtotal	\$14,305	\$2,207	\$2,000	\$2,500	\$2,452	\$2,927	\$2,219	\$9,159		\$5,146
Other Subtotal	\$44,513	\$2,913		\$3,600			\$38,000	\$4,813	\$1,700	\$38,000
TOTAL	\$58,818	\$5,120	\$2,000	\$6,100	\$2,452	\$2,927	\$40,219	\$13,972	\$1,700	\$43,146

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$2,207	\$2,207						\$2,207		
TransNet - LSI	\$24,098		\$14,000	\$2,500	\$2,452	\$2,927	\$2,219	\$18,952		\$5,146
TransNet Subtotal	\$26,305	\$2,207	\$14,000	\$2,500	\$2,452	\$2,927	\$2,219	\$21,159		\$5,146
Other Subtotal	\$6,513	\$2,913		\$3,600				\$4,813	\$1,700	
TOTAL	\$32,818	\$5,120	\$14,000	\$6,100	\$2,452	\$2,927	\$2,219	\$25,972	\$1,700	\$5,146

**2008 Regional Transportation Improvement Program
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San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD114		Capacity Status: NCI					RTIP #: 08-15			
TITLE: Rose Creek Beach Bikeway		Exempt Category: Air Quality - Bicycle and pedestrian facilities (CR)								
DESCRIPTION: Rose Creek to westerly end of Pacific Beach - design class I bike path (581470)										
CHANGE REASON: Carry over from 06-16, Increase funding										
										EST TOTAL COST: \$5,350
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$350	\$350						\$350		
TransNet - LSI	\$5,000			\$5,000						\$5,000
TOTAL	\$5,350	\$350		\$5,000				\$350		\$5,000

MPO ID: SD127		Capacity Status: NCI					RTIP #: 08-15			
TITLE: Ted Williams Parkway Pedestrian Bridge at Shoal Creek - Phase 1		Exempt Category: Air Quality - Bicycle and pedestrian facilities (CR)								
DESCRIPTION: along Shoal Creek Drive to facilitate crossing of Ted Williams Parkway - construct a pedestrian bridge; this phase includes design and environmental (CIP 54-012.0)										
CHANGE REASON: Revise funding between fiscal years										
EARMARK NO: CA373/572										EST TOTAL COST: \$3,340
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$210	\$210						\$210		
TransNet - LSI	\$2,530		\$30	\$2,500				\$2,530		
TransNet Subtotal	\$2,740	\$210	\$30	\$2,500				\$2,740		
Other Subtotal	\$600	\$600						\$600		
TOTAL	\$3,340	\$810	\$30	\$2,500				\$3,340		

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$210	\$210						\$210		
TransNet - LSI	\$2,530		\$30	\$2,500				\$2,530		
TransNet Subtotal	\$2,740	\$210	\$30	\$2,500				\$2,740		
Other Subtotal	\$600	\$600						\$600		
TOTAL	\$3,340	\$810	\$30	\$2,500				\$3,340		

**2008 Regional Transportation Improvement Program
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San Diego Region (in \$000s)**

San Diego, City of

MPO ID: SD130 Capacity Status: NCI RTIP #: 08-15
 TITLE: Skyline Drive - 58th Street to Cardiff Street Exempt Category: Other - Intersection channelization projects (CR)
 DESCRIPTION: Skyline Drive from 58th St. to Cardiff Street - installation of new medians for safety improvements, intersection lighting, traffic signal upgrades and other street improvements to enhance pedestrian and vehicular movement (CIP 52-763)
 CHANGE REASON: Revised FY2010 Funding Source
 EARMARK NO: CA574/2479 EST TOTAL COST: \$2,705

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$305	\$305						\$305		
TransNet - LSI	\$1,275		\$950	\$325				\$345		\$930
TransNet Subtotal	\$1,580	\$305	\$950	\$325				\$650		\$930
Other Subtotal	\$1,125		\$325	\$800						\$1,125
TOTAL	\$2,705	\$305	\$1,275	\$1,125				\$650		\$2,055

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$305	\$305						\$305		
TransNet - LSI	\$950		\$950					\$345		\$605
TransNet Subtotal	\$1,255	\$305	\$950					\$650		\$605
Other Subtotal	\$1,450		\$325	\$1,125						\$1,450
TOTAL	\$2,705	\$305	\$1,275	\$1,125				\$650		\$2,055

MPO ID: SD166 Capacity Status: NCI RTIP #: 08-15
 TITLE: Minor Bicycle Facilities Exempt Category: Air Quality - Bicycle and pedestrian facilities (CR)
 DESCRIPTION: Citywide including , Park Blvd, Adams Ave, Aldine Dr, Monroe Ave, & El Cajon Blvd - install Class II bike lanes or Class II bike routes (CIP 58-204.0)
 CHANGE REASON: Increase funding
 EST TOTAL COST: \$350

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$15	\$15								\$15
TransNet - LSI	\$335		\$15	\$275	\$15	\$15	\$15	\$60		\$275
TOTAL	\$350	\$15	\$15	\$275	\$15	\$15	\$15	\$60		\$290

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$15	\$15								\$15
TransNet - LSI	\$60		\$15		\$15	\$15	\$15	\$60		
TOTAL	\$75	\$15	\$15		\$15	\$15	\$15	\$60		\$15

**2008 Regional Transportation Improvement Program
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San Diego, City of

MPO ID: SD173 Capacity Status: NCI RTIP #: 08-15
 TITLE: 38th Street Improvements Exempt Category: Safety - Pavement resurfacing and/or rehabilitation (CR)
 DESCRIPTION: 38th Street from Dwight to Myrtle - this project provides for full street reconstruction to include the installation of new sidewalk with pedestrian ramps, and roadway drainage improvements including curbs and gutters. (CIP 52-782.0)
 CHANGE REASON: Increase funding
 EST TOTAL COST: \$3,655

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$100	\$100						\$100		
TransNet - LSI	\$3,555			\$1,900	\$1,655			\$900		\$2,655
TOTAL	\$3,655	\$100		\$1,900	\$1,655			\$1,000		\$2,655

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$100	\$100						\$100		
TransNet - LSI	\$1,655				\$1,655					\$1,655
TOTAL	\$1,755	\$100			\$1,655			\$100		\$1,655

MPO ID: SD196 Capacity Status: NCI RTIP #: 08-15
 TITLE: Torrey Pines Road Improvements, Phase I Exempt Category: Other - Transportation enhancement activities (CR)
 DESCRIPTION: Torrey Pines Road from Prospect Place to La Jolla Shores Drive - improvements to include guardrails, medians, a new traffic signal, bike lanes and sidewalks. (WBS S-00613)
 CHANGE REASON: New project
 RAS (115) EST TOTAL COST: \$500

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - LSI	\$500			\$500				\$500		
TOTAL	\$500			\$500				\$500		

MPO ID: SD197 Capacity Status: NCI RTIP #: 08-15
 TITLE: Imperial Ave Bus Stop and Trolley Station Enhancements Exempt Category: Other - Bus terminals and transfer points (CR)
 DESCRIPTION: Imperial Ave from 61st Street to 62nd Street - Bus Shelter Improvements
 CHANGE REASON: New project
 RAS (TA 7-47) EST TOTAL COST: \$315

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - LSI	\$315			\$315				\$150		\$165
TOTAL	\$315			\$315				\$150		\$165

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San Marcos, City of

MPO ID: SM22 Capacity Status: CI RTIP #: 08-15
 TITLE: South Santa Fe from Bosstick to Smilax
 DESCRIPTION: South Santa Fe Road from Bosstick Blvd. to Smilax Rd. - widen and realign existing road to 4-lane secondary arterial standards
 CHANGE REASON: Reduce funding
 RAS (TA 7-50) EST TOTAL COST: \$6,516

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - H (78)	\$580	\$580							\$580	
TransNet Subtotal	\$580	\$580							\$580	
Other Subtotal	\$4,725	\$1,240	\$435	\$2,050	\$1,000			\$305	\$3,420	\$1,000
TOTAL	\$5,305	\$1,820	\$435	\$2,050	\$1,000			\$305	\$4,000	\$1,000

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - H (78)	\$580	\$580							\$580	
TransNet Subtotal	\$580	\$580							\$580	
Other Subtotal	\$6,900	\$900	\$2,800		\$3,200			\$400	\$3,300	\$3,200
TOTAL	\$7,480	\$1,480	\$2,800		\$3,200			\$400	\$3,880	\$3,200

MPO ID: SM23 Capacity Status: CI RTIP #: 08-15
 TITLE: Barham Drive Widening (CR)
 DESCRIPTION: Barham Drive from Woodland Pkwy to SR78 On Ramp - widen Barham Drive to secondary arterial standards; work includes undergrounding of overhead utilities.
 CHANGE REASON: Increase funding, Revise funding between fiscal years
 RAS (TA 7-50) EST TOTAL COST: \$9,430

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$1,000	\$1,000								\$1,000
TransNet - LSI	\$1,000		\$1,000							\$1,000
TransNet Subtotal	\$2,000	\$1,000	\$1,000							\$2,000
Other Subtotal	\$7,430	\$1,080	\$3,250	\$3,100				\$630	\$600	\$6,200
TOTAL	\$9,430	\$2,080	\$4,250	\$3,100				\$630	\$600	\$8,200

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$1,000	\$1,000								\$1,000
TransNet - LSI	\$1,000		\$1,000							\$1,000
TransNet Subtotal	\$2,000	\$1,000	\$1,000							\$2,000
Other Subtotal	\$4,480	\$1,380	\$3,100					\$580	\$800	\$3,100
TOTAL	\$6,480	\$2,380	\$4,100					\$580	\$800	\$5,100

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San Marcos, City of

MPO ID: SM24 Capacity Status: CI RTIP #: 08-15
 TITLE: Woodland Parkway Interchange Improvements
 DESCRIPTION: From La Moree Road to Rancheros Drive - modify existing ramps at Woodland Parkway and Barham Drive; future widening and realignment of SR 78 undercrossing and associated work
 CHANGE REASON: Reduce funding, Revise funding between fiscal years
 RAS (TA 7-51) EST TOTAL COST: \$43,100

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$600		\$600					\$600		
TransNet Subtotal	\$600		\$600					\$600		
Other Subtotal	\$42,500	\$650		\$5,550	\$700	\$12,600	\$23,000	\$1,900	\$5,000	\$35,600
TOTAL	\$43,100	\$650	\$600	\$5,550	\$700	\$12,600	\$23,000	\$2,500	\$5,000	\$35,600

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$600		\$600					\$600		
TransNet Subtotal	\$600		\$600					\$600		
Other Subtotal	\$46,300	\$2,200	\$3,500	\$13,200	\$4,400	\$23,000		\$1,700	\$9,000	\$35,600
TOTAL	\$46,900	\$2,200	\$4,100	\$13,200	\$4,400	\$23,000		\$2,300	\$9,000	\$35,600

MPO ID: SM28 Capacity Status: CI RTIP #: 08-15
 TITLE: Twin Oaks Valley Road Street Widening and Improvements (CR)
 DESCRIPTION: Twin Oaks Valley Road from Richmar Avenue to Borden Road - widen from two lanes to four lanes including sidewalk and landscaping
 CHANGE REASON: Increase funding
 RAS (TA 7-51) EST TOTAL COST: \$1,100

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$764		\$764							\$764
TransNet - LSI	\$21		\$21							\$21
TransNet Subtotal	\$785		\$785							\$785
Other Subtotal	\$315	\$60	\$40	\$215				\$100		\$215
TOTAL	\$1,100	\$60	\$825	\$215				\$100		\$1,000

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L	\$764		\$764							\$764
TransNet - LSI	\$21		\$21							\$21
TransNet Subtotal	\$785		\$785							\$785
Other Subtotal	\$110	\$60	\$50					\$110		
TOTAL	\$895	\$60	\$835					\$110		\$785

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San Marcos, City of

MPO ID: SM30 Capacity Status: CI RTIP #: 08-15
 TITLE: San Marcos Boulevard Street Improvements: (CR)
 Rancho Santa Fe Road to Bent Avenue
 DESCRIPTION: San Marcos Boulevard from Rancho Santa Fe Road to Bent Avenue - widen road to a 6-lane prime arterial
 CHANGE REASON: Reduce funding, Revise funding between fiscal years
 RAS (TA 4-50) EST TOTAL COST: \$14,030

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L (Cash)	\$188			\$188					\$188	
TransNet - LSI	\$2,812			\$1,000	\$1,812				\$2,812	
TransNet Subtotal	\$3,000			\$1,188	\$1,812				\$3,000	
Other Subtotal	\$210	\$55	\$155					\$70	\$40	\$100
TOTAL	\$3,210	\$55	\$155	\$1,188	\$1,812			\$70	\$3,040	\$100

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L (Cash)	\$188			\$188					\$188	
TransNet - LSI	\$2,812			\$1,000	\$1,812				\$2,812	
TransNet Subtotal	\$3,000			\$1,188	\$1,812				\$3,000	
Other Subtotal	\$2,300	\$200	\$2,100					\$200	\$1,100	\$1,000
TOTAL	\$5,300	\$200	\$2,100	\$1,188	\$1,812			\$200	\$4,100	\$1,000

MPO ID: SM38 Capacity Status: NCI RTIP #: 08-15
 TITLE: Street Maintenance Operations Exempt Category: Safety - Pavement resurfacing and/or (Maint)
 rehabilitation
 DESCRIPTION: Various Locations - roadway, street lighting, traffic signal, signage maintenance
 CHANGE REASON: New project
 EST TOTAL COST: \$1,100

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - LSI	\$1,100			\$1,100						\$1,100
TOTAL	\$1,100			\$1,100						\$1,100

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Vista, City of

MPO ID: VISTA08A Capacity Status: CI RTIP #: 08-15
 TITLE: W. Vista Way Widening Construction - Phase I (CR)
 DESCRIPTION: W. Vista Way from Emerald Dr to Grapevine Rd - the scope of this project is to provide Right-of-Way acquisition and construction for the widening of W. Vista Way a distance of 1,500 feet from the intersection with Emerald Drive to the intersection with Grapevine Road
 CHANGE REASON: New project
 EARMARK NO: 09CA028 EST TOTAL COST: \$2,965
 RAS (TA 7-51)

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - LSI	\$2,150			\$250	\$1,900			\$50	\$200	\$1,900
TransNet Subtotal	\$2,150			\$250	\$1,900			\$50	\$200	\$1,900
Other Subtotal	\$815			\$815					\$815	
TOTAL	\$2,965			\$1,065	\$1,900			\$50	\$1,015	\$1,900

MPO ID: VISTA22 Capacity Status: NCI RTIP #: 08-15
 TITLE: Inland Rail Trail Bike Lane Facility CIP 8088 Exempt Category: Air Quality - Bicycle and pedestrian facilities (CR)
 DESCRIPTION: Part of the Inland Rail Trail from City of Oceanside to City of San Marcos - this project includes 4.9 miles of a multi-use path along the Sprinter railroad tracks, from the Buena Creek Station to the Melrose Station. tasks to complete the project include: coordination with NCTD on construction of retaining walls and drainage facilities, prepare design and construction drawings, seek grant funds, acquire right of way
 CHANGE REASON: Reduce funding
 EST TOTAL COST: \$10,327

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - BPNS	\$500		\$500							\$500
TransNet - L Carry Over	\$80		\$80							\$80
TransNet - LSI	\$100			\$100						\$100
TransNet Subtotal	\$680		\$580	\$100						\$680
Other Subtotal	\$766	\$573	\$193					\$693	\$73	
TOTAL	\$1,446	\$573	\$773	\$100				\$693	\$73	\$680

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON
TransNet - L Carry Over	\$80		\$80							\$80
TransNet Subtotal	\$80		\$80							\$80
Other Subtotal	\$1,473	\$573	\$900					\$1,400	\$73	
TOTAL	\$1,553	\$573	\$980					\$1,400	\$73	\$80

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Vista, City of

MPO ID: VISTA28		Capacity Status: NCI					RTIP #: 08-15				
TITLE: Thibodo Road Curb and Landscaping CIP 8151		Exempt Category: Other - Plantings, landscaping, etc					(Maint)				
DESCRIPTION: Thibodo Rd from Mar Vista Dr to 1800 Thibodo Rd - install curb and gutter and landscaping along the north side of Thibodo Road from Mar Vista Drive to the existing street improvements at 1800 Thibodo Road											
CHANGE REASON: Increase funding											
										EST TOTAL COST:	\$425
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON	
TransNet - L	\$200		\$200					\$40		\$160	
TransNet - LSI	\$225		\$150	\$75						\$225	
TOTAL	\$425		\$350	\$75				\$40		\$385	
PROJECT PRIOR TO AMENDMENT											
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON	
TransNet - L	\$200		\$200					\$40		\$160	
TransNet - LSI	\$150		\$150							\$150	
TOTAL	\$350		\$350					\$40		\$310	

MPO ID: VISTA30		Capacity Status: NCI					RTIP #: 08-15				
TITLE: Street Rehabilitation and Maintenance Annual Project 07/08, CIP 8154		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation					(Maint)				
DESCRIPTION: S. Melrose Dr. from South City Limit to W. Vista Way; N. Melrose Dr. from Copper to North City Limit; Bobier Dr. from West City Limit to Lynette Circle; North Dr. from West City Limit to Melrose Dr.; and N. Santa Fe Ave from Osborne to Bobier. - FY2006/07 and FY2007/08, repair/rehabilitate distressed pavement areas and overlay streets with asphalt concrete where identified as priorities in street inventory											
CHANGE REASON: Increase funding											
										EST TOTAL COST:	\$6,923
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON	
TransNet - L	\$1,242		\$1,242							\$1,242	
TransNet - L Carry Over	\$228		\$228							\$228	
TransNet - LSI	\$2,437		\$1,457	\$980						\$2,437	
TransNet Subtotal	\$3,907		\$2,927	\$980						\$3,907	
Other Subtotal	\$3,016	\$2,725	\$291					\$300		\$2,716	
TOTAL	\$6,923	\$2,725	\$3,218	\$980				\$300		\$6,623	
PROJECT PRIOR TO AMENDMENT											
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON	
TransNet - L	\$1,242		\$1,242							\$1,242	
TransNet - L Carry Over	\$228		\$228							\$228	
TransNet - LSI	\$1,457		\$1,457							\$1,457	
TransNet Subtotal	\$2,927		\$2,927							\$2,927	
Other Subtotal	\$3,016	\$2,725	\$291					\$300		\$2,716	
TOTAL	\$5,943	\$2,725	\$3,218					\$300		\$5,643	

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Vista, City of

MPO ID: VISTA38		Capacity Status: NCI					RTIP #: 08-15				
TITLE: SR-78 Civic Center Guide Signs		Exempt Category: Other - Directional and informational signs					(CR)				
DESCRIPTION: From SR-78 to Escondido Avenue - design and construction, under Caltrans Encroachment Permit, of four ground mounted guide signs along State Route 78, directing motorists to Vista's Civic Center; the signs will be located near the interchange for Escondido Avenue, which has been re-named Civic Center Drive; there will be two signs in each direction, one advance sign on the freeway and one terminal sign on the off-ramp.											
CHANGE REASON: New project											
										EST TOTAL COST:	\$75
	TOTAL	PRIOR	08/09	09/10	10/11	11/12	12/13	PE	RW	CON	
TransNet - LSI	\$75			\$75				\$25		\$50	
TOTAL	\$75			\$75				\$25		\$50	

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RTIP Fund Types

AC	=	Advanced Construction
ARRA	=	American Recovery and Reinvestment Act (Federal Stimulus Program)
BIA	=	Bureau of Indian Affairs
BIP	=	Border Infrastructure Program (Federal under SAFETEA-LU)
BTA	=	Bicycle Transportation Account (State)
CBI	=	Corridors and Borders Infrastructure Program (Federal under TEA-21)
CMAQ	=	Congestion Mitigation and Air Quality (Federal formula)
CMIA	=	Corrdior Mobility Improvement Account (Prop. 1B state bond)
DEMO	=	High Priority Demonstration Program under TEA-21 (Federal discretionary)
DEMO-Sec 115	=	High Priority Demonstration Program under FY 2004 Appropriations
DEMO-Sec 117/STP	=	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
FSP	=	Freeway Service Patrol (State legislation)
HBP	=	Highway Bridge Program under SAFETEA-LU (Federal)
HBRR	=	Highway Bridge Repair and Rehabilitation under TEA-21 (Federal)
HES	=	Hazard Elimination System (Federal administered by Caltrans)
HPP	=	High Priority Demonstration Program under SAFETEA-LU (Federal discretionary)
HRCSA	=	Highway-Railroad Crossing Safety Account (Prop. 1B state bond)
HSIP	=	Highway Safety Improvement Program (State administered by Caltrans)
IBRC	=	Innovative Bridge Research & Construction (Federal)
IM	=	Interstate Maintenance Discretionary (Federal)
IRR	=	Indian Reservation Roads program (Federal)
ITS	=	Intelligent Transportation System (Federal)
NCPD	=	National Corridor Planning & Development (Federal - same as CBI)
NHS	=	National Highway System
PLH	=	Public Lands Highway (Federal)
PTA	=	Public Transportation Account (State)
PTMISE	=	Public Transportation Modernization, Improvement, and Service Enhancement (Prop. 1B state bond)
RSTP	=	Regional Surface Transportation Program (Federal)
RTP	=	Recreational Trails Program (Federal)
SHOPP	=	State Highway Operation & Protection Program (for Caltrans use only)
SRTS	=	Safe Routes to School (Federal program administered by Caltrans)
STIP-IIP	=	State Transportation Improvement Program - Interregional Program (State)
STIP-RIP	=	State Transportation Improvement Program - Regional Improvement Program (State)
Section 5307	=	Federal Transit Administration Urbanized Area Formula Program
Section 5309 (Bus)	=	Federal Transit Administration Discretionary Program

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Section 5309 (FG)	=	Federal Transit Administration Fixed Guideway Modernization (Formula program)
Section 5309 (NS)	=	Federal Transit Administration Discretionary - New Starts Program (Discretionary)
Section 5310	=	Federal Transit Administration Elderly & Disabled Program (Discretionary allocated by CTC)
Section 5311	=	Federal Transit Administration Rural Program (Formula and Discretionary)
Section 5316 (JARC)	=	Federal Transit Administration Jobs Access Reverse Commute (Discretionary)
Section 5317 (NF)	=	Federal Transit Administration New Freedom
TCIF	=	Trade Corridor Improvement Fund (Prop. 1B state bond)
TCRP	=	Traffic Congestion Relief Program (State)
TCSP	=	Transportation & Community & System Preservation (Federal)
TDA	=	Transportation Development Act (State)
TDA-B	=	Transportation Development Act-Bicycle & Pedestrian Facilities (State)
TEA/TE	=	Transportation Enhancement Activities Program (Federal)
TLSP	=	Traffic Light Synchronization Program (Prop. 1B state bond)
TSGP	=	Transit Security Grant Program (Federal Homeland Security Office)
TSM	=	Transportation Systems Management (State)
TransNet-78	=	Prop. A Local Transportation Sales Tax - SR 78 (Local)
TransNet-ADA	=	Prop. A Local Transportation Sales Tax - compliance with federal Americans with Disabilities Act (Local)
TransNet-B	=	Prop. A Local Transportation Sales Tax - Bike (Local)
TransNet-BNSP	=	Prop. A Local Transportation Sales Tax extension - Bicycle and Neighborhood Safety Program (Local)
TransNet-BRT/Ops	=	Prop. A Local Transportation Sales Tax extension- Bus Rapid Transit/New Service (Local)
TransNet-Border	=	Prop. A Local Transportation Sales Tax extension - Border, part of Major Corridor (Local)
TransNet-H	=	Prop. A Local Transportation Sales Tax - Highway (Local)
TransNet-L	=	Prop. A Local Transportation Sales Tax - Local Streets & Roads (Local)
TransNet-LSI	=	Prop. A Extension Local Transportation Sales Tax extension - Local System Improvements (Local)
TransNet-MC	=	Prop. A Extension Local Transportation Sales Tax extension - Major Corridors (Local)
TransNet-REMP	=	Prop. A Extension Local Transportation Sales Tax extension - Regional Environmental Mitigation (Local)
TransNet-S&D	=	Prop. A Local Transportation Sales Tax - Senior/Disabled (Local)
TransNet-SS	=	Prop. A Extension Local Transportation Sales Tax extension - Senior Services (Local)
TransNet-T	=	Prop. A Local Transportation Sales Tax - Transit (Local)
TransNet-TSI	=	Prop. A Extension Local Transportation Sales Tax extension - Transit System Improvements (Local)

Table 2
2008 Regional Transportation Improvement Program (RTIP)
DRAFT Amendment No. 15
TransNet Local Street Improvements Program (\$000s)

Revenue vs. Program Analysis

	2009			2010			2011			2012			2013		
	Revenue	Program	Balance	Revenue	Program	Balance	Revenue	Program	Balance	Revenue	Program	Balance	Revenue	Program	Balance
Carlsbad, City of	\$3,995	\$1,778	\$2,217	\$2,284	\$4,076	(\$1,792)	\$2,363	\$0	\$2,363	\$2,445	\$1,940	\$505	\$2,577	\$1,980	\$597
Del Mar, City of	\$325	\$182	\$143	\$179	\$328	(\$149)	\$183	\$176	\$7	\$188	\$106	\$82	\$195	\$300	(\$105)
Escondido, City of	\$5,042	\$2,945	\$2,097	\$2,874	\$3,743	(\$869)	\$2,974	\$2,263	\$711	\$3,078	\$3,509	(\$431)	\$3,244	\$3,313	(\$69)
San Diego, City of	\$45,912	\$27,183	\$18,729	\$26,232	\$40,291	(\$14,059)	\$27,161	\$22,268	\$4,893	\$28,124	\$23,470	\$4,654	\$29,661	\$28,094	\$1,567
San Marcos, City of	\$2,954	\$1,021	\$1,933	\$1,695	\$3,414	(\$1,719)	\$1,753	\$1,812	(\$59)	\$1,814	\$0	\$1,814	\$1,910	\$0	\$1,910
Vista, City of	\$3,309	\$2,774	\$535	\$1,882	\$1,505	\$377	\$1,947	\$1,925	\$22	\$2,014	\$0	\$2,014	\$2,122	\$0	\$2,122
NCTD	\$10,064	\$10,064	\$0	\$10,309	\$10,309	\$0	\$10,669	\$10,669	\$0	\$11,043	\$11,043	\$0	\$11,639	\$11,639	\$0
MTS	\$24,542	\$19,488	\$5,054	\$24,988	\$19,878	\$5,110	\$25,863	\$20,574	\$5,289	\$26,768	\$21,294	\$5,474	\$28,214	\$22,444	\$5,770

30% Maintenance Requirements

	2009			2010			2011			2012			2013		
	Max. 30% Avail	Program	Balance	Max. 30% Avail	Program	Balance	Max. 30% Avail	Program	Balance	Max. 30% Avail	Program	Balance	Max. 30% Avail	Program	Balance
Carlsbad, City of	\$3,995	\$8	\$3,987	\$2,284	\$150	\$2,134	\$2,363	\$0	\$2,363	\$2,445	\$0	\$2,445	\$2,577	\$0	\$2,577
Del Mar, City of	\$325	\$0	\$325	\$179	\$98	\$81	\$183	\$60	\$123	\$188	\$62	\$126	\$195	\$64	\$131
Escondido, City of	\$5,042	\$907	\$4,135	\$2,874	\$3,043	(\$169)	\$2,974	\$911	\$2,063	\$3,078	\$943	\$2,135	\$3,244	\$993	\$2,251
San Diego, City of	\$45,912	\$7,616	\$38,296	\$26,232	\$7,773	\$18,459	\$27,161	\$6,916	\$20,245	\$28,124	\$7,275	\$20,849	\$29,661	\$7,646	\$22,015
San Marcos, City of	\$2,954	\$0	\$2,954	\$1,695	\$1,100	\$595	\$1,753	\$0	\$1,753	\$1,814	\$0	\$1,814	\$1,910	\$0	\$1,910
Vista, City of	\$3,309	\$1,632	\$1,677	\$1,882	\$1,080	\$802	\$1,947	\$25	\$1,922	\$2,014	\$0	\$2,014	\$2,122	\$0	\$2,122

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

October 14, 2009

AGENDA ITEM NO.: **8**

Action Requested: DISCUSSION

2009 ITOC ANNUAL REPORT

File Number: 1500100

Introduction

Work has begun on the 2009 ITOC annual report. Staff will present a preliminary list of work products and events over the last fiscal year at the meeting and seek input from the full ITOC on the content and format of the report currently scheduled to be presented to the SANDAG Board of Directors in November 2009.

Attachments: 1. Copy of 2008 ITOC Annual Report

Key Staff Contact: Charles “Muggs” Stoll, (619) 699-6945, mst@sandag.org.

Future ITOC Activities

Although many of the projects and initiatives addressed by the ITOC in fiscal year 2007/2008 will continue, activities in the coming year will likely concentrate on the initial implementation of several provisions that are new to the *TransNet* Extension Ordinance. Many of these apply to the local jurisdictions including the collection of new development fees, assessing baseline road maintenance levels and the initiation of several competitive "grant" programs. In addition, the ITOC will take control of the annual fiscal audits and will conduct the first mandated Triennial Performance Audit of the program.

Future Challenges

SANDAG's current plan of finance predicts a *TransNet* budget deficit beginning in 2025 and growing to \$2.8 billion at the termination of the *TransNet* Extension. If the deficit is realized, promised *TransNet* projects will be jeopardized. Therefore, it is imperative that other supplemental funding sources be explored and secured to ensure all projects included in the *TransNet* Extension Ordinance are constructed.

ITOC Membership

- Hamid Bahadori** - Traffic/Civil Engineering
- Kevin Cummins** - Biology/Environmental Science
- Jesus Garcia*** - Professional Licensed Engineer
- Ron Gerow* - Real Estate/Right-of-Way Acquisition
- Valerie Harrison** - Private Sector Senior Decision Maker
- John Meyer* - Chair - Municipal/Public Finance
- Jim Ryan* - Construction Project Management

- * Term ends May 2009
- ** Term ends May 2011
- *** Term ends December 2011

Any persons interested in serving on the committee, as vacancies occur, are encouraged to contact itoc@sandag.org and request placement on the vacancy notification list.

Current Status of *TransNet* Early Action Projects (in \$1,000s)

Project	Ordinance 2002\$ Estimate	Escalated Ordinance 2008\$ Estimate	Current 2008\$ Budget (Year of Expenditure)	Difference (Current to Escalated)	Percentage
Mid-Coast Transit Service	\$660,000	\$1,003,200	\$1,246,292	\$243,092	24%
University Town Center Transit Service: Super Loop	\$30,000	\$45,600	\$39,187	-\$6,413	-14%
I-5 HOV Extension & Lomas Santa Fe Interchange	NA	NA	\$75,366	NA	NA
I-15 Express Lanes and Transit Service	\$769,000	\$1,168,880	\$880,408	-\$288,472	-25%
SR 52 Extension: SR 125 to SR 67	\$333,000	\$506,160	\$599,500	\$93,340	18%
SR 52 Operational Improvements	NA	NA	\$62,369	NA	NA
SR 76 Extension: Melrose Drive to I-15	\$164,000	\$249,280	\$399,978	\$150,698	60%
Blue Line Trolley Upgrades	\$268,000	\$407,360	\$338,897	-\$68,463	-17%
Orange Line Trolley Upgrades	\$69,000	\$104,880	\$93,282	-\$11,598	-11%
Mid-City Transit Service	\$89,000	\$135,280	\$44,526	-\$90,754	-67%
South Bay Bus Rapid Transit Service	\$497,000	\$755,440	\$132,127	-\$623,313	-83%
I-805/I-5 HOV Extension and Carroll Canyon Direct Access Ramp	NA	NA	\$120,000	NA	NA
SPRINTER	351,520	534,310	\$484,000	-50,310	-9%

NOTES: All current budgets have been reviewed by ITOC and approved by the Board of Directors. ■ Ordinance capital cost estimates escalated according to the Caltrans construction cost index (52 percent). ■ The 52-Extension Ordinance cost estimate comes from the Sept. '04 Quarterly Progress Report on Transportation Projects. The cost listed in the ordinance was the shortfall amount. ■ The full extent of improvements for the I-15 Express Lanes and Transit Service and South Bay Bus Rapid Transit Service has not yet been determined. ■ SPRINTER ordinance cost estimate comes from the 2002 Regional Transportation Improvement Program. No cost was listed in the ordinance as this project was fully funded at the time the ordinance was prepared. ■ Only projects with construction capital funding are listed.

2008 Annual Report

The Independent Taxpayer Oversight Committee (ITOC) monitors the expenditure of *TransNet* funds, the voter approved half-cent sales tax for transportation improvements. The Committee also helps ensure that all voter mandates are carried out and develops recommendations for improvements to the financial integrity and performance of the *TransNet* program. The Committee was established as a condition of the 2004 *TransNet* extension.



In 1987, voters first approved the *TransNet* program to fund a 20-year, \$3.3 billion transportation improvement program in San Diego County. In 2004, 67 percent of the region's voters supported the extension of *TransNet* from 2008 to 2048 - thereby generating an additional \$14 billion to be distributed among highway, transit, and local road projects in approximately equal thirds. The San Diego Association of Governments (SANDAG) administers the *TransNet* half-cent sales tax.

The 40-year extension will help fund major highway expansion projects along Interstates 5, 8, 15, and 805 as well as State Routes (SR) 52, 54, 56, 67, 75, 76, 78, 94, 125, and 905. In addition, it will support improvements to the public transportation system, including new Bus Rapid Transit (BRT) services and carpool/managed lanes along many of the major corridors. The *TransNet* extension also includes an extensive \$850 million environmental mitigation program, and a \$280 million smart growth incentive fund. Two percent of the available funds will be earmarked annually for bicycle paths and facilities, pedestrian improvements, and neighborhood safety projects. *TransNet* funds also help pay for senior, disabled, and youth discounted transit passes.



I-15 Construction progress continued with new bridges, expanded lanes, and direct access ramps. In 2008, another 4.5 miles of managed lanes opened from Ted Williams Parkway to Rancho Bernardo Road, extending the existing lanes to 12.5 miles of "expressway-within-a-freeway."



Bus Rapid Transit Service Planning for BRT service on I-15 from Escondido to downtown San Diego, using the four new managed lanes, is well underway. The first phase of the extension opened in September 2008. Planning also is underway on the South Bay BRT from Otay Ranch to downtown San Diego and Sorrento Mesa via I-805.

ITOC Activities for Fiscal Year 2007/2008

The ITOC reviewed and advised on many key *TransNet*-supported programs through this past fiscal year, including:

- Development of Performance Audit scope of work and procurement process
- *TransNet* Plan of Finance update
- Continued regular SPRINTER project updates
- \$600 million bond financing
- Relationship between *TransNet* and “Quality of Life” initiative
- 2007 Regional Transportation Plan
- 2007 Annual ITOC Report submitted to Board of Directors
- Received Regional Transportation Congestion Improvement Program (RTCIP) submittals from all 18 jurisdictions
- Corridor updates on I-805, I-15 and SR 52
- Pre-*TransNet* roadway maintenance levels established for all jurisdictions
- Senior Mini-Grant process and evaluation criteria
- Environmental Mitigation Program process
- Bike/Ped/Neighborhood Safety program update
- 2008 Regional Transportation Improvement Program
- Mid-City Rapid Bus added to the *TransNet* Early Action Program

How can you get involved?

The ITOC is made up of citizens with selected expertise to provide effective oversight to protect the substantial investment the region is making in our transportation system.

Citizens can receive real-time information on *TransNet* projects and programs through www.KeepSanDiegoMoving.com. Within this Web site visitors can access the *TransNet* Dashboard, which lists detailed project descriptions, updated schedules, and budgetary information for the region’s transportation corridors.

ITOC information also is available by visiting the SANDAG Web site at www.sandag.org/TransNet. Here you will find key documents related to the *TransNet* Extension Ordinance and a listing of past and upcoming agenda of all ITOC meetings. The ITOC meets regularly every second Wednesday of the month at 9:30 a.m. The meetings are generally held in the SANDAG downtown office at 401 B Street, Suite 800, San Diego, CA 92101, and all meeting agendas are posted to the Web site. Attendance by the public is welcome and encouraged!

Inquires to the ITOC can be directed to itoc@sandag.org.

TransNet Progress in Fiscal Year 2007/2008

The SANDAG Board of Directors is responsible for selecting and prioritizing the timing of projects. The ITOC’s role is to ensure that the projects carried out as a result of the Board of Directors actions meet all of the requirements of the *TransNet* Ordinance. Billions of dollars in *TransNet* funding have been allocated by the SANDAG Board of Directors to improve, expand, and better manage our well-traveled highways and expanding transit system. These funds are combined with state and federal dollars to maximize the effectiveness of transportation funding.



Blue and Orange Trolley Line Vehicle and Station Upgrades

The project development team began preparations for the work to upgrade the Blue and Orange Line Trolley vehicles and stations, as these two original “workhorse” Trolley lines have begun to show their age. Much progress is anticipated in the coming year to begin bringing these services up to the newer standards of the Green Line Trolley that they interconnect with.



SR 52 In 2007, westbound SR 52 was widened from two to three lanes from Mast Boulevard to Santo Road and another lane is under construction on the eastbound side. The new year kicked-off in 2008 with a groundbreaking ceremony to extend the freeway east from SR 125 through Santee to SR 67.



I-5 In October 2007, construction started at I-5 and Lomas Santa Fe that kicked-off an extensive project on I-5 and I-805 to widen and add managed lanes from Mira Mesa Boulevard at I-805 to I-5 and Vandegrift Boulevard at Camp Pendleton. Two HOV lanes were opened to users in June prior to the start of the U.S. Open Golf Tournament and the San Diego County Fair in Del Mar.



SPRINTER The SPRINTER rail line was opened for service in March 2008. Daily boardings of the service have risen steadily since the opening, from approximately 6,000 last spring to over 8,500 in September. The ITOC continues to receive regular updates on the SPRINTER project development progress as the project moves into the construction closeout phase over the next several months.



Mid-Coast/Super Loop Transit Projects Preliminary engineering continues on the Mid-Coast Corridor Transit Project. This 11-mile transit extension will connect the Old Town Transit Center to the University City community and the University of California, San Diego (UCSD). The Super Loop transit project is scheduled to open in 2009.



I-805 In South Bay, preliminary engineering and environmental work for the I-805 managed lanes project is underway and expected to be complete in 2010. The initial improvements on I-805 are from Palomar Street to State Route 94 and include HOV lanes and dedicated shoulder lanes for the Buses on Shoulders project (shown), both of which are planned to be in place by 2014.



Mid-City Rapid Bus The Mid-City Rapid Bus Project includes the design and implementation of a ten-mile Rapid Bus service between San Diego State University (SDSU) and downtown San Diego along El Cajon and Park Boulevards. In the past year, the project has been accepted into the federal transit funding program and has a placeholder in the pending federal budget. In addition, extensive progress was made on preliminary engineering, environmental work and public outreach with an anticipated date of 2011 to begin service.



SR 76 (Melrose Drive to Mission Road) The draft Environmental Impact Report was released for public review in fall 2007. That paves the way for project approval, final design, and right of way acquisition in 2008 with construction scheduled to begin in 2009. Using funds from the *TransNet* Environmental Mitigation Program, the Morrison property in the San Luis Rey River Valley was preserved.

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

October 14, 2009

AGENDA ITEM NO.: **11**

Action Requested: DISCUSSION

EXAMPLE PERFORMANCE REPORTS BY SANDAG AND CALTRANS STAFF File Number 1500100
PROPOSED FOR THE IMPLEMENTATION OF THE FIRST TRIENNIAL
TransNet PERFORMANCE AUDIT

Introduction

SANDAG and Caltrans staff will present a series of performance reports in response to several recommendations contained in the May 22, 2009 ITOC *TransNet* Triennial Performance Audit report. In addition, an online, interactive presentation of the *TransNet* Dashboard will be presented to demonstrate how the proposed performance reports are related to and generated by the system. The ITOC is asked to discuss the various performance reports and give feedback to staff regarding the value of the reports as a tool for regular reporting into the future.

Key Staff Contact: Charles “Muggs” Stoll, (619) 699-6945, mst@sandag.org