

The Director of Development Services has reviewed the proposed activity for compliance with the California Environmental Quality Act (CEQA) and has determined that the activity is not a "Project" as defined under Section 15378 of the State CEQA Guidelines because the activity consists of governmental Regional Transportation Improvement Program/ TransNet funds activity, which does not involve any commitment to any specific project that may result in a potentially significant physical impact on the environment. Therefore, pursuant to Section 15060(c)(3) of the State CEQA Guidelines, the activity is not subject to CEQA. Thus, no environmental review is required. Although environmental review is not required at this time, once the scope of potential individual projects has been defined, environmental review will be required for each project and the appropriate environmental determination will be made.

BOARD/COMMISSION RECOMMENDATION

Not applicable

DISCUSSION

The 2016 Regional Transportation Improvement Program (RTIP) includes a program of projects and expenditures for Fiscal Years 2016-17 through 2021-22. On February 2, 2017, SANDAG provided the member agencies with the most recent financial projections for Fiscal Years 2016-17 through 2021-22, which is very conservative (Attachment 1). The funds available for Fiscal Year 2016-17 are reduced by \$100,000 (1.7%) from the projections provided in the February 2, 2016 revenue projections of \$5,914,000 to \$5,814,000. The projected revenue for Fiscal Year 2017-18 is reduced by \$118,000 (1.9%) from the previous estimate of \$6,160,000 to \$6,042,000. Estimated funding for future Fiscal Years 2018-19 through 2020-21 is also reduced.

Council subsequently adopted Resolutions 2017-041 and 2017-042 (Attachments 2 and 3), which reduced the funding in Fiscal Years 2016-17 and 2017-18 to agree with the new projections. This item also allocates the costs to projects that are anticipated to be funded during the Fiscal Year 2017-18 Capital Improvement Program (CIP) process and transfers funds from closed projects.

In early May 2017, staff was subsequently informed by SANDAG that the City needed to amend its future projections for Fiscal Years 2018-19 through 2020-21, which are the last three years in the 2016 RTIP, in order to be at or below the newly revised (February 2017 projected) revenue estimates. These new projections are shown on Attachment 4. The simplest way to do this is to take the revenue reductions from the largest TransNet funded CIP, the Major Pavement Rehabilitation program (CHV48), since minor budget amendments do not significantly change the scope or amount of work to be done.

These fiscal years have not yet been budgeted, so these estimates will not affect the City's budget. Staff also has not yet developed a street listing for these fiscal years.

Staff will need to return to Council in spring 2018 for approval of Chula Vista's portion of the 2018 RTIP. At that time, the allocation of costs for these three fiscal years will be revised. The allocations for Fiscal Year 2018-19 will more closely approximate the proposals for the Fiscal Year 2018-19 CIP.

DECISION-MAKER CONFLICT

Staff has reviewed the decision contemplated by this action and has determined that it is not site-specific and consequently, the 500-foot rule found in California Code of Regulations Title 2, section 18702.2(a)(11), is not applicable to this decision for purposes of determining a disqualifying real property-related financial conflict of interest under the Political Reform Act (Cal. Gov't Code § 87100, et seq.).

Staff is not independently aware, and has not been informed by any Council member, of any other fact that may constitute a basis for a decision maker conflict of interest in this matter.

LINK TO STRATEGIC GOALS

The City's Strategic Plan has five major goals: Operational Excellence, Economic Vitality, Healthy Community, Strong and Secure Neighborhoods and a Connected Community. The TransNet Local Street Improvement Program supports the Strong and Secure Neighborhood strategy in the City's Strategic Plan. It provides funding for the maintenance and rehabilitation of public infrastructure, which is a key City function in providing a safe and efficient transportation system for residents, businesses and visitors.

CURRENT YEAR FISCAL IMPACT

There will be no current fiscal year impact, since this Council action pertains to revenue estimates for Fiscal Years 2018-19 through 2020-21

ONGOING FISCAL IMPACT

There will not be any ongoing fiscal impact, since these amounts are only estimates, which will not affect the budget and will be amended in spring 2018.

ATTACHMENTS

1. TransNet Revenue Forecast
2. Resolution 2017-041
3. Resolution 2017-042
4. Estimated TransNet Allocation - FY2019 through FY2021

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