MEETING NOTICE
AND AGENDA

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)
The CTAC may take action on any item appearing on this agenda.

Thursday February 2, 2012
9:30 to 11:00 a.m.

SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA  92101-4231

Chair:  Zoubir Ouadah, City of Poway
Vice Chair: Mario Sanchez, City of El Cajon

Staff Contact:  Alex Estrella
(619) 699-1928
aes@sandag.org

AGENDA HIGHLIGHTS

• REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM

• SANDAG’S NEW ON-CALL A&E CONTRACTS FOR ENVIRONMENTAL PLANNING AND DESIGN ENGINEERING SERVICES

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In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>WELCOME AND INTRODUCTIONS</td>
</tr>
<tr>
<td>2.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
</tr>
</tbody>
</table>

Members of the public shall have the opportunity to address the Cities/County Transportation Advisory Committee (CTAC) on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the CTAC coordinator prior to speaking. Public speakers should notify the CTAC coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. CTAC members also may provide information and announcements under this agenda item.

+3. SUMMARY OF THE JANUARY 5, 2012, CTAC MEETING APPROVE

CTAC will review and approve the January 5, 2012, meeting summary.

REPORTS (4 through 9)

+4. 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE (Michelle Merino, SANDAG) INFORMATION

Staff will review the schedule for the 2012 Regional Transportation Improvement Program (RTIP) update, which will cover FY 2013 to FY 2017.

5. REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (Ariana zur Nieden, SANDAG) INFORMATION

In accordance with the TransNet Extension Ordinance, each local agency must submit its Regional Transportation Congestion Improvement Program (RTCIP) funding program to the Independent Taxpayer Oversight Committee by April 1 of each year in order to remain eligible for TransNet local street and roads funding. In addition, the TransNet Extension Ordinance requires SANDAG to adjust the RTCIP fee amount on July 1 of each year based upon the construction cost index. Staff will provide an update concerning these RTCIP requirements.

6. SANDAG’S NEW ON-CALL A&E CONTRACTS FOR ENVIRONMENTAL PLANNING AND DESIGN ENGINEERING SERVICES (Maryam Babaki, National City; Richard Chavez and Ralph Tharp, SANDAG) INFORMATION

SANDAG is in the process of procuring new on-call A&E contracts for environmental planning and design engineering services. SANDAG will be contracting with large-, medium-, and small-size companies. The contracts are expected to be available for use beginning in
March 2012. These contracts are available for use by SANDAG member agencies. Staff will provide an overview of the process for contract use by member agencies.

+7. REGIONAL ARTERIAL MANAGEMENT SYSTEM UPDATE DISCUSSION/RECOMMEND
   (Ellison Alegre, SANDAG)

   Over the last few months, SANDAG staff has developed a path forward for a regional maintenance and support model for the Regional Arterial Management System with input from the San Diego Regional Traffic Engineers Council (SANTEC). CTAC was presented with an overview of the recommended support model developed with input from SANTEC at its January meeting. At that time, initial feedback by CTAC was that the item needed further discussion and requested that the item be brought back to its February CTAC meeting. Staff will review the recommended and approved SANTEC support model and will request that CTAC provide a recommendation to the Transportation Committee in support of the recommended support model.

8. WALKSANDiego SAFE FOR ALL COMPLETE STREETS REPORT INFORMATION
   (Kathleen Ferrier, WalkSanDiego)

   WalkSanDiego has undertaken a survey of complete streets policies and implementation procedures for each of the local jurisdictions in the region. The results of the survey are published in the report Safe for All. WalkSanDiego Policy Director Kathleen Ferrier will present a summary of the report. Copies are available at http://www.walksandiego.org/resources/publications/.

9. CALIFORNIA DEPARTMENT OF TRANSPORTATION UPDATES INFORMATION

   Caltrans will provide an update on various local programs, funding program deadlines, and announcements regarding upcoming conferences.

10. ADJOURNMENT AND NEXT MEETING INFORMATION

    The next CTAC meeting is planned for Thursday, March 1, 2012.

+ next to an agenda item indicates an attachment
SUMMARY OF THE JANUARY 5, 2012, CTAC MEETING

Agenda Item 1: Welcome and Introductions

Chair Zoubir Ouadah (City of Poway) called the CTAC meeting to order. Self-introductions were conducted.

Agenda Item 2: Public Comments/Communications/Member comments

Members of the public had the opportunity to address the CTAC on any issue.

Maryam Babaki (National City) announced that SANDAG is in the process of procuring new on-call A&E contracts for environmental planning and design engineering services for large-, medium-, and small-size companies. The nature of the procurement process would allow for local agencies to use such companies as a resource and suggests that CTAC members would benefit from a presentation on such effort. Staff agreed to include an informational agenda item at the February CTAC meeting.

Agenda Item 3: Meeting Summary (Approve)

The CTAC members were asked to review and approve the CTAC meeting summary of December 1, 2011.

Action: The meeting summary notes were approved.

Agenda Item 4: Cities/County Transportation Advisory Committee 2012 Meeting Schedule and Membership Roster (Information)

CTAC members were presented with upcoming CTAC meeting dates for the calendar year 2012. CTAC members also were asked to review and revise their respected agency representative CTAC roster.

Agenda Item 5: SANDAG Federal Congestion Management Process (Information)

Heather Adamson (SANDAG) provided an overview of the Federal Congestion Management Process as included in the 2050 Regional Transportation Plan, Technical Appendix 20. Staff indicated that local projects with Federal funding required that a multimodal alternative analysis be conducted for any project that will result in a significant increase in the carrying capacity for single occupant vehicles. The analysis is required to meet the Federal Congestion Management Process. Staff indicated that a checklist to help refine the required process and corresponding analysis is being
developed and is planned to be part of the Regional Transportation Improvement Program process. For questions on the Federal Congestion Management Process, contact Heather Adamson at had@sandag.org.

**Agenda Item 6: Regional Arterial Management System Update (Accept)**

Over the last few months, SANDAG staff has developed a path toward a regional maintenance and support model for the Regional Arterial Management System (RAMS)/QuickNet 4+. The support model was developed in coordination with input from the San Diego Regional Traffic Engineers Council (SANTEC). Mario Sanchez (City of El Cajon) and Ellison Alegre (SANDAG) provided an overview of the recommended SANTEC support model. The overview included a brief history of the RAMS project and review of overall project milestones. Staff highlighted that the RAMS project is the primary arterial management tool for the region that allows the implementation of cross-jurisdictional signal timing plans. The San Diego region has over 3,500 signals, and the RAMS system will allow agencies to preview what adjacent/neighboring cities are implementing. CTAC members were informed that previous project efforts focused on the design, build, and roll-out of the RAMS project.

As a step forward, SANDAG worked with SANTEC members to develop a regional maintenance and support model of the RAMS/QuickNet 4+ system beyond the design and build phases. Staff made a formal presentation on the proposed maintenance and support model and also presented the recommended cost-sharing approach. The cost-sharing approach focused on the distribution of the estimated annual cost of $256,000 through a weighted distribution based on the number of local agency traffic signals. Overall, CTAC members expressed support for the recommended support model and cost-sharing approach, but requested that more clarification and time be provided to thoroughly review the recommendation from SANTEC as expressed in the staff report. Briefly, some CTAC member agencies expressed concern on the distribution of the proposed costs based on the weighted approach and indicated that the additional time for review would provide opportunity to discuss with internal agency management. Staff agreed to bring this item back for further discussion and recommendation at the February CTAC meeting.

A motion to bring back this item for discussion and recommendation was raised and approved.

**Action**: Motion passed.

**Agenda Item 7: Regional Arterial Detection System Development Plan (Information)**

Over the next few months, SANDAG will complete an Arterial Detection System Development Plan project. This Plan will serve as the foundation for setting a strategic vision for regional arterial detection needs. The Plan is considered the first phase, and will provide a number of foundational documents for future design and construction of arterial detection subject to future funding. Staff indicated that SANTEC will serve as the main stakeholder for input, review of key deliverables, and tasks throughout the project which is expected to be completed by May/June 2012. Key project efforts will include the development of a Regional Arterial Detection System strategy, Arterial performance monitoring framework, Regional Arterial Detection Development Plan, and completion of a conceptual bid package. CTAC asked to be provided with frequent updates on this subject.
Agenda Item 8: WALKSANDIEGO Safe for All Complete Streets Report (Information)

Agenda Item 8 has been postponed until the next CTAC meeting on February 2, 2012.

Agenda Item 9: California Department of Transportation Updates (Information)

No formal comments were made by the Caltrans Office of Local Assistance. CTAC members announced that a call for projects was issued for the California Safe Routes to School Program, with application deadline submittal by March 30, 2012. Members also announced that a meeting was being conducted by local city engineers to talk about Disadvantaged Business Enterprise requirements. CTAC members requested that an update on the Interstate 5 North Coast project be provided at a future meeting.

Agenda Item 10: Adjournment and Next Meeting

The next CTAC meeting will be held on Thursday, February 2, 2012, from 9:30 to 11 a.m.
January 27, 2012

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

FROM: Michelle Merino, Programming Financial Analyst II

SUBJECT: 2012 Regional Transportation Improvement Program

This memo outlines the process and schedule for the next update to the Regional Transportation Improvement Program (RTIP). The 2012 RTIP is scheduled for San Diego Association of Governments (SANDAG) Board adoption September 28, 2012. The RTIP is a multi-year program of proposed major highway, arterial, transit, and bikeway projects, including the TransNet Program of Projects (POP). The 2012 RTIP will cover the five-year period from Fiscal Year 2012/13 through Fiscal Year 2016/17.

SANDAG, acting as the San Diego County Regional Transportation Commission, approves the TransNet POP as an element of the RTIP. In developing and approving the list of TransNet POP to be included in the RTIP, each agency and SANDAG must comply with all provisions of the TransNet Ordinance and Expenditure Plan, in addition to any other implementing ordinances, policies, and rules as appropriate. Due to the anticipated September adoption of the 2012 RTIP, for TransNet purposes, the 2010 RTIP will continue to be in effect until September 2012. For federal and state-funded projects, the 2010 RTIP will be in effect until the adoption of the 2012 RTIP, anticipated to be in mid-December.

Pursuant to federal and state laws and the TransNet Ordinance, agencies are required to submit capital projects that cover the next five Fiscal Years. The SANDAG Board of Directors, at its July 27, 2012, meeting, is scheduled to accept the Draft 2012 RTIP, including its conformity determination for a 30-day public comment period and set the September 7, 2012, Transportation Committee meeting to hold a public hearing. Upon close of the public hearing and pending any changes, the Transportation Committee will recommend the adoption of the 2012 RTIP to the Board at their September 28, 2012, meeting. In order to meet this timeline, the agencies must submit projects in ProjectTrak no later than April 6, 2012.
REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) is the long-range transportation vision for the region. The RTP implements the projects identified in the initial years of the RTP. The RTIP is required to be consistent with the projects in the RTP including scope, cost, and schedule. The 2050 RTP was approved by the SANDAG Board on October 28, 2011. Capital projects, beyond the initial study phase, cannot be included in the RTIP unless they are also included in the RTP.

BACKGROUND

Federal Metropolitan Planning and Air Quality Conformity Regulations identify the required content of the RTIP and prescribe the process for air quality conformity analysis. The RTIP must include all major projects requesting certain categories of federal/state transportation funding or federal project approval. All regionally significant and/or capacity increasing (CI) transportation projects, regardless of funding sources, are required to be included in the RTIP and incorporated into the regional air quality quantitative emissions analysis. All projects included in the 2012 RTIP must be consistent with the 2050 RTP for the San Diego region.

The projects in the RTIP must be based on committed or reasonable expectation of fund availability and all projects must be constrained by year, based on available revenues. Additional requisite is that agencies ensure that all project submittals have a reasonable expectation of funding in the programmed years. A major component of the RTIP includes the state and federal transportation projects adopted by the California Transportation Commission (CTC) in the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program. The CTC is scheduled to adopt the STIP in March 2012, and the RTIP is due to the state by October 1, 2012.

The 2012 RTIP details the major projects anticipated to be initiated and/or implemented during the period Fiscal Year 2012/13 to Fiscal Year 2016/17. Projects using the following categories of federal, state, and local funding must be included in the RTIP.

Federal Transportation Funds

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

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

**Local Transportation Funds**

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

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

**TransNet - LOCAL STREET IMPROVEMENTS**

Any major project with a total cost of $300,000 or more must be individually listed in the RTIP. SANDAG encourages agencies to “lump sum” or aggregate individual projects costing less than $300,000 and of a similar type of work (e.g., minor roadway resurfacing) as a single line item as long as the type of work being proposed is consistent with the air quality exempt project classifications (see Tables 1 and 2).

**TransNet Revenue Estimates:** The actual fund allocations to each agency will be based on monthly sales tax receipts from the State Board of Equalization with the fund distribution updated annually using current population and maintained miles data as published by the state. The five-year revenue estimate is not available at this time; however, this information will be distributed and posted on the RTIP Web site as well as in the Report section of ProjectTrak as soon as it becomes available.

**Public Hearing:** Board Policy No. 031 requires each local agency to hold a public hearing prior to adoption of the 2012 RTIP for TransNet-funded projects. The submittals must include evidence of formal action by the legislative bodies of the cities and the county - i.e., governing body resolution. Attachment A is the resolution SANDAG encourages agencies to use for this purpose. Agencies can add, but not delete or replace any section of the resolution.

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

**Independent Taxpayer Oversight Committee (ITOC):** The TransNet Ordinance includes the responsibilities of the ITOC. One of its main responsibilities is to review and recommend to the Transportation Committee or the Board the TransNet POP proposed by local agencies (see Section 11 of the Ordinance).
Debt Financing: For those agencies with project cash flow needs that exceed the estimated TransNet revenues available, debt financing options are available for either short-term (Commercial Paper program) or for the long-term (long-term bond). TransNet Policy prescribes the requirements for debt financing. Council/Board resolution and an executed Memorandum of Understanding are required before any debt can be issued. Projects funded through this mechanism are required to be programmed in the RTIP. It is anticipated new long-term bonds will be issued this spring. To participate, interested agencies should contact SANDAG.

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

BIKEWAY PROJECTS

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

CONGESTION MANAGEMENT PROCESS

Pursuant to 23 CFR 450.320, each Metropolitan Planning Organization area designated as a Transportation Management Area that is non-attainment for ozone or carbon monoxide, may not program federal funds for any project that will result in a significant increase in carrying capacity for single occupant vehicles unless the project results from a congestion management process (CMP). Any CI project seeking federal funds must have conducted a congestions management analysis before it can be programmed in the RTIP. Agencies must demonstrate their projects are in compliance of this regulation as part of the submittal process in ProjectTrak. More information on this process will be discussed during the 2012 RTIP Update workshop and is available at the following Web site: www.sandag.org/cmp.

FEDERAL AIR QUALITY CONFORMITY REQUIREMENTS

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase the transportation system capacity. This includes major local and developer-funded projects and any other state or federally funded projects that might not otherwise appear in the RTIP, as well as new projects or major changes in project scope for existing programmed projects. Agencies are asked to review all their CI projects in the current 2010 RTIP and provide updated information as necessary. This level of information is necessary to provide accurate regional transportation/emissions forecast modeling. In addition to the written information, agencies are required to provide diagrams (before and after) for each CI project. Projections of pollutant emissions are developed for several analysis years based on the estimated project opening dates. Attachment C provides guidance on the type of information required for each CI project and samples of maps/diagrams.
The U.S. Environmental Protection Agency’s Air Quality Conformity Rule includes a list of project categories that are exempt from air quality conformity determinations or regional emissions analysis. Table 1 provides a list of projects exempt from air quality conformity determination and Table 2 lists the types of projects exempt from regional emissions analysis. These projects can be included and subsequently amended into the RTIP without a conformity finding or a new regional emissions analysis.

2012 RTIP REVIEW, ADOPTION, AND UPDATE SCHEDULE

The 2012 RTIP is due to the state by October 1, 2012. Attachment D provides the RTIP schedule. Important dates to remember are the following:

- Projects (including CI maps/diagrams/CMP information) due in ProjectTrak – **April 6, 2012**
  Projects submitted after this date will not be accepted
- Signed resolutions for TransNet-funded projects due to SANDAG – June 29, 2012
- SANDAG Board releases for public comment the draft 2012 RTIP and conformity determination – July 27, 2012
- Transportation Committee holds public hearing – September 7, 2012
- SANDAG Board adopts the 2012 RTIP – September 28, 2012
- Anticipated federal approval of the Final 2012 RTIP – December 17, 2012

SUPPLEMENTAL INFORMATION

This memo and all attachments are available on the 2012 RTIP Web site [www.sandag.org/2012RTIP](http://www.sandag.org/2012RTIP).

SANDAG is holding a workshop for the 2012 RTIP Update on Wednesday, February 22, 2012, from 9 a.m. to 12 noon. The workshop will be held at the SANDAG offices located at 401 B Street, San Diego, CA 92101 on the 7th floor in the Board Conference Room. This workshop is to provide additional details to member agencies and to provide an overview of the process and requirements for project submittals and related programming issues. Additional information for 2012 RTIP Update workshop will be distributed separately and will be posted on the 2012 RTIP Web page as soon as it is available.

Should you have any questions specific to TransNet Ordinance or Policy, please contact Kim Kawada at (619) 699-6994 or Kim.Kawada@sandag.org; for all other questions or clarifications, contact me at (619) 595-5608 or Michelle.Merino@sandag.org or Sookyung Kim at (619) 699-6909 or Sookyung.Kim@sandag.org.

MMER/dsn

Attachments
**LIST OF ATTACHMENTS**

- **Table 1**  
  Projects Exempt from Air Quality Conformity Determination

- **Table 2**  
  Projects Exempt from Regional Emissions Analysis

- **Attachment A**  
  Resolution Template

- **Attachment B**  
  Relevant Sections of TransNet Ordinance

- **Attachment C**  
  Project Description Guidelines for Capacity Increasing Projects/Sample Diagram/RTP TA-20 SANDAG Federal Congestion Management Process

- **Attachment D**  
  Schedule for the 2012 RTIP
### TABLE 1
**PROJECTS EXEMPT FROM AIR QUALITY CONFORMITY DETERMINATION***

<table>
<thead>
<tr>
<th><strong>SAFETY</strong></th>
<th><strong>MASS TRANSIT</strong></th>
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<tbody>
<tr>
<td>- Railroad/highway crossing</td>
<td>- Operating assistance to transit agencies</td>
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<tr>
<td>- Safer non-Federal-aid systems roads</td>
<td>- Rehabilitation of transit vehicles</td>
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<tr>
<td>- Increasing sight distance</td>
<td>- Purchase of operating equipment for vehicles (eg, radios, fareboxes, lifts, etc)</td>
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<tr>
<td>- Traffic control devices and operating assistance other than signalization projects</td>
<td>- Construction of small passenger shelters and information kiosks</td>
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<tr>
<td>- Pavement resurfacing and/or rehabilitation</td>
<td>- Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way</td>
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<tr>
<td>- Emergency relief (23 USC 125)</td>
<td>- Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of fleet</td>
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<tr>
<td>- Skid treatments</td>
<td>- Continuation of ride-sharing and van-pooling promotion activities at current levels</td>
</tr>
<tr>
<td>- Adding medians</td>
<td>- Bicycle and pedestrian facilities</td>
</tr>
<tr>
<td>- Lighting improvements</td>
<td>- Special activities which do not involve or directly lead to construction, such as:</td>
</tr>
<tr>
<td>- Emergency truck pullovers</td>
<td>- Planning and technical studies</td>
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<tr>
<td></td>
<td>- Planning activities conducted pursuant to titles 23 and 49 USC</td>
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<td></td>
<td>- Federal-aid systems revisions</td>
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<td></td>
<td>- Sign removal</td>
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<tr>
<td></td>
<td>- Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)</td>
</tr>
<tr>
<td></td>
<td>- Specific activities which do not involve or directly lead to construction, such as:</td>
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<td></td>
<td>- Grants for training and research programs</td>
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<td></td>
<td>- Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action</td>
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<tr>
<td></td>
<td>- Noise attenuation</td>
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<tr>
<td></td>
<td>- Emergency or hardship advance land acquisitions (23 CFR 710.503)</td>
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<tr>
<td></td>
<td>- Acquisition of scenic easements</td>
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<td></td>
<td>- Plantings, landscaping, etc</td>
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<td></td>
<td>- Directional and informational signs</td>
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<td></td>
<td>- Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes</td>
</tr>
<tr>
<td></td>
<td>- Continuation of ride-sharing and van-pooling promotion activities at current levels</td>
</tr>
<tr>
<td></td>
<td>- Bicycle and pedestrian facilities</td>
</tr>
</tbody>
</table>

*Source: Part II Environmental Protection Agency 40 CFR Part 93 Transportation Conformity Rule, as amended, July 1, 2004*
### TABLE 2

**PROJECTS EXEMPT FROM REGIONAL EMISSIONS ANALYSIS**

<table>
<thead>
<tr>
<th>ALL PROJECTS</th>
<th></th>
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<tr>
<td>- Intersection channelization projects</td>
<td>- Intersection signalization projects at individual intersections</td>
</tr>
<tr>
<td>- Interchange reconfiguration projects</td>
<td>- Changes in vertical and horizontal alignment</td>
</tr>
<tr>
<td>- Truck size and weight inspection stations</td>
<td>- Bus terminal and transfer points</td>
</tr>
</tbody>
</table>

*Source: Part II Environmental Protection Agency 40 CFR Part 93 Transportation Conformity Rule, as amended, July 1, 2004.*
RESOLUTION OF THE CITY/COUNTY OF [   ]
ADOPTING THE TRANSNET
LOCAL STREET IMPROVEMENT PROGRAM OF PROJECTS
FOR FISCAL YEARS 2013 THROUGH 2017

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

WHEREAS, the TransNet Extension Ordinance provides that SANDAG, acting as the Regional Transportation Commission, shall approve a multi-year program of projects submitted by local jurisdictions identifying those transportation projects eligible to use transportation sales tax (TransNet) funds; and

WHEREAS, the City/County of [   ] was provided with an estimate of annual TransNet local street improvement revenues for fiscal years 2013 through 2017; and

WHEREAS, the City/County of [   ] has held a noticed public meeting with an agenda item that clearly identified the proposed list of projects prior to approval of the projects by its authorized legislative body in accordance with Section 5(A) of the TransNet Extension Ordinance and Rule 7 of SANDAG Board Policy No. 31;

NOW THEREFORE,

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

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

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

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

BE IT FURTHER RESOLVED that pursuant to Section 13 of the TransNet Extension Ordinance, the City/County of [   ] certifies that it has established a separate Transportation Improvement Account for
TransNet revenues with interest earned expended only for those purposes for which the funds were allocated.

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

BE IT FURTHER RESOLVED that the City/County of [ ] does hereby certify that all other applicable provisions of the TransNet Extension Ordinance and SANDAG Board Policy No. 31 have been met.

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

PASSED AND ADOPTED by the City/County of [ ] on the ____ day of _____, 2012.
Relevant Sections of TransNet Ordinance

Section 2(C)(1)
Local Street and Road Program: In developing projects, “at least 70% of the revenues provided for local street and road purposes should be used to fund direct expenditures for construction of new or expanded facilities, major rehabilitation and reconstruction of roadways, traffic signal coordination and related traffic operations improvements, transportation-related community infrastructure improvements to support smart growth development, capital improvements needed to facilitate transit services and facilities, and operating support for local shuttle and circulator routes and other services. No more than 30% of these funds should be used for local street and road maintenance purposes. A local agency desiring to spend more than 30% of its annual revenues on local street and road maintenance-related projects shall provide justification to the Commission as part of its biennial project list submittal.” (See Rule 18 of Board Policy 31)

Section 4(E)(3)
“All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the costs of including bikeways and walkways would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines.” (see Rule 21 of Board Policy 31)

Section 8
MAINTENANCE OF EFFORT: “It is the intent of the Legislature, as stated in the Act, and the Commission that revenues provided from this measure be used to augment, not supplant existing local revenues being used for the purposes set forth in Section 4 herein. Each local agency receiving revenues pursuant to Section 4(D) shall annually maintain as a minimum the same level of local discretionary funds expended for street and road purposes on average over the last three fiscal years completed prior to the operative date of this Ordinance (Fiscal Years 2000-01, 2001-02, 2002-03), as was reported in the State Controller’s Annual Report of Financial Transactions for Streets and Roads and as verified by an independent auditor. The maintenance of effort level as determined through this process shall be subject to adjustment every three years based on the Construction Cost Index developed by Caltrans. Any increase in the maintenance of effort level based on this adjustment shall not exceed the growth rate in the local jurisdiction’s General Fund revenues over the same time period. The Commission shall not allocate any revenues pursuant to Section 4(D) to any eligible local agency in any fiscal year until that local agency has certified to the Commission that it will include in its budget for that fiscal year an amount of local discretionary funding for streets and roads purposes at least equal to the minimum maintenance of effort requirement. An annual independent audit shall be conducted to verify that the maintenance of effort requirement for each agency was met. Any local agency which does not meet its maintenance of effort requirement in any given year shall have its funding under Section 4(D)(1) reduced in the following year by the amount by which the agency did not meet its required maintenance of effort level. In the event that special circumstances prevent a local agency from meeting its maintenance of effort requirement, the local agency may request up to three additional fiscal years to fulfill its requirement. Such a request must be approved by the Commission. The Independent Taxpayer Oversight Committee shall also review such requests and make recommendations to the Commission. Any local street and road revenues not allocated pursuant to the maintenance of effort requirement shall be redistributed to the remaining eligible agencies according to the formula described in Section 4(D)(1). The maintenance of effort
requirement also shall apply to any local agency discretionary funds being used for the other purposes specified under Section 4. In addition, revenues provided from this Ordinance shall not be used to replace other private developer funding that has been or will be committed for any project.” (see Rule 22 of Board Policy 31)

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

A. New Development Exactions Starting on July 1, 2008, each local agency in the San Diego region shall contribute $2,000 in exactions from the private sector, for each newly constructed residential housing unit in that jurisdiction to the RTCIP. These exactions shall ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements, as defined in San Diego Association of Governments’ (SANDAG’s) most recent, adopted Regional Transportation Plan. New residential housing units constructed for extremely low, very-low, low, and moderate income households, as defined in California Health and Safety Code Sections 50105, 50106, 50079.5 and 50093, will be exempted from the $2,000 per unit contribution requirement. The amount of contribution shall be increased annually, in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index published by the Engineering News Record or similar cost of construction index. Each local agency shall establish an impact fee or other revenue Funding Program by which it collects and funds its contribution to the RTCIP. Each local agency shall be responsible for establishing a procedure for providing its monetary contribution to the RTCIP. The RTCIP revenue will be used to construct improvements on the Regional Arterial System such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for regional express bus and rail transit. This action is predicated on the desire to establish a uniform mitigation program that will mitigate the regional transportation impacts of new development on the Arterial system. While the RTCIP cannot and should not fund all necessary regional transportation network components and improvements, the RTCIP will establish a new revenue source that ensures future development will contribute its pro rata share towards addressing the impacts of new growth on regional transportation infrastructure.

B. Oversight, Audit and Funding Allocations

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

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

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

(See Rule 23 of Board Policy 31)
Project Description Guidelines for Capacity Increasing Projects

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

<table>
<thead>
<tr>
<th>Roadway Detail</th>
<th>Surface Street</th>
<th>Freeway Ramp</th>
<th>Freeway</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td># of Lanes by Direction (Indicate if One-Way Street)</td>
<td># of Mixed Flow Lanes</td>
<td># of Mixed Flow Lanes</td>
</tr>
<tr>
<td></td>
<td>Posted Speed</td>
<td># HOV Lanes</td>
<td># of Auxiliary or Truck Lanes</td>
</tr>
<tr>
<td></td>
<td>Median Type</td>
<td>Direct Access Ramp</td>
<td># of HOV/ML Lanes (include access points)</td>
</tr>
<tr>
<td></td>
<td>• Median</td>
<td>• Transit-Only</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Center Left Turn</td>
<td>• HOV &amp; Transit</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• None</td>
<td>• Managed</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Intersection Detail</th>
<th>Control Type</th>
<th>Additional to the detail from surface street, please add Ramp Meter</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Stop (2-Way, 4-Way)</td>
<td>• HOV Meter</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Signal</td>
<td>• Non-HOV Meter</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Unsignalized</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Approach Information (# of Lanes)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Left/Thru/Right</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Free Right</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Prohibited Turn</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Transit Lane</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

Introduction ...........................................TA 20-2
Background ............................................TA 20-2
Regional Transportation System ..............TA 20-2
Performance Monitoring .........................TA 20-2
Multimodal Alternatives and Non-Single Occupancy Vehicle Analysis ....................TA 20-3
Land Use Impact Analysis ........................TA 20-5
Congestion Management Tools ..............TA 20-5
Regional/Federal Transportation Improvement Program ..................................TA 20-6

January 5, 2012
### Introduction

Federal Highway Administration 23 CFR 450.320 requires that each transportation management area (TMA) address congestion management through a process involving an analysis of multimodal metropolitan wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding. The requirements specifically state that “in TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for single occupancy vehicles (SOV) is proposed to be advanced with Federal funds.” Additionally, the guidelines state that “federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.”

SANDAG was designated as the TMA for the San Diego region. The 2050 RTP meets the requirements of 23 CFR 450.320 by incorporating the following federal congestion management process; performance monitoring and measurement of the regional transportation system, multimodal alternatives and non-SOV analysis, land use impact analysis, the provision of congestion management tools, and integration with the regional transportation improvement program (RTIP) process.

### Background

California State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). The requirements within the State CMP were developed to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG provided regular updates for the State CMP from 1991 through 2008. In October 2009, the San Diego region elected to be exempt from the State CMP and, since this decision, SANDAG has been abiding by 23 CFR 450.320 to ensure the region’s continued compliance with the Federal congestion management process.

### Regional Transportation System

The 2050 Regional Transportation Plan (2050 RTP) includes a regional transportation system of highways, regional transit service, and regional arterials. Chapter 6 of the 2050 RTP provides a comprehensive overview of the components of systems development for the regional transportation network including the regional transit strategy, flexible roadway system, goods movement strategy, aviation and ground access, active transportation, and planning across borders components.

### Performance Monitoring

The 2050 RTP includes a variety of strategies to enhance regional transportation systems management including multimodal traffic management techniques, as well as new techniques related to both improving performance monitoring, and information and services to regional transportation systems users. Chapter 7 of the 2050 RTP provides a comprehensive overview of systems management techniques including
Performance monitoring. Performance monitoring reports include the State of Commute Report, Regional Comprehensive Plan (RCP) Monitoring Report, the TransNet Independent Taxpayer Oversight Committee (ITOC) Quarterly Corridor Performance Report, as well as the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) Quarterly Transit Performance Monitoring Report.

The State of the Commute, RCP Monitoring, and ITOC Quarterly Corridor Performance reports include and are not limited to monitoring:

- Freeway miles traveled per person during weekdays
- Percent of roadways traveled (freeways versus local roads) versus total lane miles (freeways versus local roads)
- Regional travel by transit
- Total transit, rail, and bus ridership
- San Diego regional annual transit boardings
- Transit use in well served areas
- Regional commute mode shares
- Drive alone mode share
- Alternative Transportation Mode share (carpool/vanpool, public transit, walk, bike, telework, other)
- Auto and transit passenger travel times and travel volumes in key corridors
- Annual hours of traffic delay per traveler
- Annual peak period delay during weekends
- Regional bottlenecks determined by annual freeway delay (vehicle hours) per lane mile
- Delay by freeway during commute periods
- Annual freeway delay by major corridor per traveler (estimated)

The State of the Commute Report is updated annually, while the RCP Monitoring Report is updated biennially.

The Quarterly Transit Performance Monitoring Report includes monitoring the efficiency and productivity of transit operating services by service type. These indicators include:

- Operating cost per passenger
- Operating cost per revenue hour
- Passengers per revenue hour
- Passengers per revenue mile
- Revenue hours per employee
- Farebox recovery rate

The Coordinated Plan also includes annual transit performance indicators by service route for both the Metropolitan Transit System (MTS) and North County Transit District (NCTD). This plan is updated annually.

### Multimodal Alternatives and Non-Single Occupancy Vehicle Analysis

SANDAG incorporates multimodal alternative and non-SOV analysis throughout all levels of planning and/or programming for transportation project improvements. These forms of analysis are incorporated whether the project improvement relates to an SOV or non-SOV capacity increasing improvement. The three primary areas of project development involved in this analysis include: 
regionwide study analysis through the RTP and RTIP, corridor study analysis, and local level analysis.

Regionwide Study Analysis
The RTP serves as the long-range transportation plan for the San Diego region. Updated every four years, the RTP incorporates recommendations from various corridor studies, transit studies, and project study reports. All projects, services, and programs are evaluated and prioritized for future funding. The RTP also includes regionwide and corridor level performance indicators that are reflective of a multimodal approach and inform the development and management of the most effective long-term transportation system, as well as demand management strategies for minimizing and/or managing anticipated congestion. Technical Appendices 3 and 4 provide a comprehensive overview of the development of the 2050 RTP transportation project evaluation criteria and plan performance measures and methodologies.

The RTIP serves as the short-term programming document that implements the RTP, and includes projects funded with federal, state, and local transportation funding. These projects include regionally significant capacity increasing projects (as identified in the RTP), minor projects, maintenance and operations projects and other exempt projects. For the regionally significant capacity increasing projects including SOV capacity increasing projects, the RTIP relies on the process implemented through the RTP for the coordination and consultation involved in developing and establishing the congestion management strategies. The projects included in the RTIP are the end result of implementing the process established in the RTP.

Corridor Study Analysis
Corridor studies incorporate RTP long-range multimodal transportation projects including operational improvements, highway capacity increasing improvements, transit service improvements, active transportation, and transportation demand management (TDM) and transportation systems management (TSM), etc. Corridor studies allow for opportunities to highlight the need for additional transportation improvements and/or the future planning development of projects as related to the RTP. Examples of recent SANDAG corridor studies include:

- I-15 Managed Lanes Study
- I-5 South Multimodal Corridor Study
- SR 78 Corridor Study

Other corridor studies include transportation concept summaries (TCS) and project study reports (PSR) developed by Caltrans and corridor system management plans (CSMP) jointly developed by Caltrans and SANDAG. The development of PSRs informs the development of RTP priorities and RTIP programming. As highway projects are further developed through the environmental phase, viable multimodal alternatives are analyzed along with capacity enhancing alternatives.

Local Level Analysis
Local jurisdiction projects that receive federal funds to develop capacity increasing improvements are required to provide sufficient documentation that an appropriate multimodal alternative and non-SOV analysis has been performed. This analysis is required to be completed prior to submitting a project for inclusion within the RTIP.
Land Use Impact Analysis

Regional Models
The 2050 RTP includes the 2050 Regional Growth Forecast which is based on land use inputs gathered from the region’s 18 incorporated cities and the County. These inputs include current adopted general and community plans, the County’s Referral Map draft land use plan of 2009 with adjustments to reflect habitat constraints, and draft general plan updates, as provided by the local land use authority. In many cases jurisdictions are moving forward with Smart Growth principles as outlined in the Regional Comprehensive Plan (RCP). SANDAG uses four models in its forecasts: (1) the Demographic and Economic Forecasting Model (DEFM), (2) the Interregional Commute Model (IRCM), (3) the Urban Development Model (UDM) and (4) the Transportation Forecasting Model. The 2050 RTP Technical Appendix 15 provides additional information specifically related to the SANDAG transportation modeling process.

Intergovernmental Review
Per state law, SANDAG has the authority to determine whether a project or plan will need to be reviewed for regional significance. SANDAG staff reviews projects and determines if they are regionally significant based on the amount of traffic generated and other regionally significant issues. If significant, environmental review of projects should include consideration of applicable policy objectives contained in the RCP and 2050 RTP.

For projects considered to have significant impacts, SANDAG staff provides comments from a regional perspective that emphasize the need for land use and transportation coordination and are based on policies contained in the RCP and 2050 RTP. In addition to the RCP and 2050 RTP, SANDAG provides resources for the evaluation of projects including:

- San Diego Region Aggregate Supply Study
- Designing for Smart Growth, Creating Great Places in the San Diego Region
- Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region
- Trip Generation for Smart Growth
- Parking Strategies for Smart Growth
- Regional Multimodal Analysis Study

Congestion Management Tools
The 2050 RTP provides a variety of congestion management tools. Many of these tools and strategies are included within Chapters 6, 7, and 8 of the 2050 RTP. In addition to the 2050 RTP, the RCP provides incentives and assistance to local member agencies to encourage smart growth development in the areas identified on the Smart Growth Concept Map. The SANDAG “Smart Growth Tool Box” includes both planning and financial tools.

Systems Development Measures

- Improvements to the current system that will improve the convenience and travel speed of bus and rail services
- Implementation of new transit services that will improve transit in more areas and offer new service types designed to attract new riders to transit
- Enhancing the transit customer experience to make transit easier, safer, and more enjoyable to use
- Continue to develop and enhance active transportation through bicycle and
pedestrian facilities and bike lockers, and implementation of Regional Bicycle Plan

- Continue to develop and enhance safe routes to schools plans and strategies

**TSM Measures**

- Multimodal integration and performance based management including performance monitoring and real time modeling/simulation
- Traveler information
- Arterial management
- Freeway management
- Transit management – bus and light rail including regional scheduling system (RSS), regional transit management system (RTMS), positive train control (PTC), and centralized train control (CTC)
- Electronic payment services including Compass Card, FasTrak® Open Road Tolling, and smart parking systems
- Advanced technologies including wireless detection, real time multimodal modeling and simulation, etc.

**TDM Measures**

- iCommute – the regional TDM program
- TDM strategy – outreach, education, and financial incentives
- TDM programs including regional vanpool, carpool, buspool, school services (SchoolPool), telework and alternative work schedules, and bicycle encouragement programs, and multimodal solutions including first- and last-mile solutions, Compass Card integration, and 511 advanced traveler information services
- New directions including corridor approach and construction mitigation
- Performance monitoring

**RCP Implementation Measures**

- Outreach program
- Smart Growth Concept Map
- Visualization tools and photo library
- Smart growth design guidelines
- Smart growth trip generation/parking study
- Research on connections between public health, land use, and transportation
- Planning and designing for pedestrians
- TransNet Smart Growth Incentive Program (SGIP)
- TDA/TransNet Bicycle, Pedestrian, and Neighborhood Safety Program

**Regional/Federal Transportation Improvement Program**

The Regional/Federal Transportation Improvement Program (R/FTIP) is a multi-billion dollar, five-year program of major highway, transit, arterial, and nonmotorized projects funded by federal, state, TransNet local sales tax, and other local and private funding.

The RTIP serves as a prioritized program designed to implement the region’s overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation related air pollution in support of efforts to attain federal and state air quality standards for the region.
Chapters 2 and 3 in the 2010 RTIP provide a description of the development process, including federal, state, and TransNet transportation programming requirements and the detailed listings of projects. All local agency SOV capacity increasing projects seeking or that is eligible for federal funds are required to perform a multimodal alternative and non-SOV analysis prior to submitting SOV capacity increasing projects for inclusion in the RTIP. The multimodal alternative and non-SOV analysis must document an SOV capacity increasing project assessment that has considered the components within the congestion management tools section of the SANDAG Federal Congestion Management Process:

- Systems development measures
- TSM measures
- TDM measures
- RCP implementation measures

Each agency is required to assess whether the project has been evaluated for non-SOV capacity improvements. Agency documentation should be provided to SANDAG when submitting the project for inclusion in the RTIP.
### Schedule for 2012 RTIP Update

<table>
<thead>
<tr>
<th>Due Dates</th>
<th>Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-Jan</td>
<td>Presentation to Cities/County Technical Advisory Committee (CTAC) regarding Federal Congestion Management Process and 2012 RTIP</td>
</tr>
</tbody>
</table>
| 27-Jan    | Memo to all jurisdictions regarding schedules/procedures for the 2012 RTIP process including:  
• Any new or updates to capacity increasing projects  
• Information on Congestion Management Process (CMP)  
• Requests for long term borrowing? |
| 2-Feb      | Presentation at CTAC - include any updates from CMP |
| 22-Feb     | 2012 RTIP Workshop at SANDAG |
| 7-Mar      | Consultation with San Diego Conformity Working Group (CWG) on conformity criteria and procedures including: revenue-constrained program assumptions, latest planning assumptions, transportation control measures, emissions model, emissions budgets, exempt projects, consultation and public involvement. |
| 6-Apr      | All projects proposed for 2012 RTIP due in ProjectTrak including new/updates to capacity increasing projects. |
| 4-May      | Complete coding of 2012 RTIP Capacity Increasing (CI) projects/review project submittals |
| 23-May     | Complete model runs of 2012 RTIP Capacity Increasing (CI) projects |
| 30-May     | Issue 2012 RTIP Draft Conformity Analysis for 30-day CWG review and comment |
| May/June   | CTC adopts statewide 2012 STIP |
| 29-Jun     | Signed resolutions with proof of public hearing due from all jurisdictions  
Fully executed MOU for long term debt, as applicable |
| 11-Jul     | Independent Taxpayer Oversight Committee (ITOC) reviews draft 2012 RTIP |
| 20-Jul     | Transportation Committee recommends the release of draft 2012 RTIP including its air quality conformity determination for public comment |
| 27-Jul     | Board releases the draft 2012 RTIP including its air quality conformity determination for public comment; and set September 7, 2012 TC meeting to hold public hearing  
SANDAG submits draft 2012 RTIP to state for review and comment |
| 27-Aug     | 30-day comment period ends for draft 2012 RTIP including the Draft Conformity Analysis |
| 7-Sep      | Transportation Committee holds public hearing to review the draft 2012 RTIP including its air quality conformity determination and recommends Final 2012 RTIP to the SANDAG Board for approval. |
| 28-Sep     | SANDAG Board adopts Final 2012 RTIP including its air quality conformity |
| 1-Oct      | SANDAG submits Final 2012 RTIP to state |
| 8-Oct      | Start of state FSTIP Public Participation process |
| 29-Oct     | State Public Participation process ends |
| 15-Nov     | FSTIP submittal to Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) |
| 17-Dec     | Federal approval for FSTIP |
REGIONAL ARTERIAL MANAGEMENT SYSTEM UPDATE  

File Number 3310800

Introduction

The following report provides additional information to be considered as part of the transition of the regional arterial management activities from an implementation project to on-going maintenance and operations. Staff has proposed a regional maintenance and support model for a Regional Arterial Management System (RAMS) with input from the San Diego Regional Traffic Engineers Council (SANTEC). At the January meeting, CTAC members were presented with an overview of the recommended support model developed with input from SANTEC. The regional model proposes that all participating local agencies contribute funds to a regional pool that the San Diego Association of Governments (SANDAG) would use to retain the existing vendor (McCain, Inc.) to support/maintain the full RAMS environment. The estimated cost for the proposed support model is $256,000 per year for the existing eighteen agencies, with each agency contributing a baseline cost, plus a premium based on the number of traffic signals. CTAC members stated that this item needed further discussion and requested that the item be brought back to its February meeting. Staff will review the recommended SANTEC support model and request that CTAC provide a recommendation to supporting the proposed on-going RAMS maintenance and support model to the Transportation Committee.

Discussion

Local and Regional Benefits for RAMS

The immediate benefits derived from the RAMS deployment can be traced to the project’s primary objective to enhance arterial traffic management capabilities by establishing a common traffic signal systems communications platform throughout the San Diego region. Through the RAMS project, local agencies have a tool to improve traffic signal synchronization by developing and managing signal timing plans in a more time- and cost-effective manner. Traffic signal synchronization has been documented to an effective means of improving travel times. Signal interconnection and centralized coordination and control has been shown to improve travel time by 25 percent. Estimates by the Federal Highway Administration indicate a 40 to 1 cost-benefit ratio of traffic signal synchronization optimization projects.

The enhanced QuicNet4+ system, developed by McCain, Inc., allows all locally interconnected signals to be viewed and managed remotely from local workstations, reducing time and effort in the field and/or coordinating timing plans with other agencies. Local agencies also receive the benefit of having all interconnected signals synchronized on a common regional time source. RAMS allows traffic engineers from local agencies to share and view traffic signal timing information for the purpose of improving signal timing plans at both a localized and corridor level. Agencies also may use RAMS to manage its entire traffic signal inventory, regardless of interconnect status.
The concept of RAMS as the regional platform for traffic signal management is and will continue to be the centerpiece for SANDAG’s arterial management program area under the Transportation System Management element of the 2050 Regional Transportation Plan (RTP). Staff has leveraged this initial investment in regional arterial management to attract additional funding to the region, including State Proposition 1A Bond funds for traffic light synchronization, as well as the Federal Integrated Corridor Management demonstration project. The value of this regional platform can only be derived by active participation and use of the QuicNet4+ application by all local agencies. As local agencies continue to implement the full range of QuicNet4+ functionality, and work with Caltrans and neighboring agencies on corridor-level timing plans, incident/event management, etc., so will the local and regional benefits of RAMS be maximized. Staff will continue to seek opportunities to improve regional arterial management through facilitation of a RAMS User Group and pursuit of additional State and Federal funding, etc., with RAMS serving as the regional tool for arterial management, but subject to local agency coordination and participation. While the underlying QuicNet4+ software may be replaced, the concept of a regional platform and network that supports coordinated activities and performance monitoring is envisioned to serve as the basis for future arterial management investments to meet the region’s mobility goals set forth in the 2050 RTP.

Regional Fund Pool for RAMS Support/Maintenance

The proposed regional model for on-going RAMS support and maintenance involves cost sharing by each local agency and SANDAG. As previously expressed during the January CTAC meeting and past SANTEC discussions, the nature of the proposed approach is to recommend the most cost-effective manner that is beneficial collectively across the region. Otherwise, local agencies will need to enter into separate and individual support and maintenance contracts and/or transfer hardware maintenance responsibilities to agency IT departments.

In review, under the recommended approach, each local agency contributes its formula-derived share of support costs into a regional pool that will be managed by SANDAG. Local agencies may use any local source of funds to contribute towards RAMS support and maintenance. Staff has proposed that local agencies consider reallocating their respective local TransNet funds to support RAMS. Staff is prepared to work with local agencies to establish and initiate this process.

One of the requirements of local agencies in the TransNet Ordinance is Maintenance of Effort (MOE), requiring local agencies “annually maintain as a minimum the same level of local discretionary funds expended for street and road purposes.” Staff has determined that participation in the proposed regional support model does not directly impact local agencies’ MOE status. Any local discretionary (non-TransNet) funds used for RAMS support/maintenance would in fact be an eligible fund application, increasing a local agency’s MOE.

Next Steps (Recommendation)

This report provides additional information to CTAC for consideration and discussion on the recommended RAMS maintenance and support model developed in coordination and input by SANTEC. Staff recommends that CTAC provide a recommendation supporting the proposed on-going RAMS maintenance and support model to the Transportation Committee.
Upon CTAC recommendation, staff will finalize costs and continue efforts towards a regional support agreement with the project vendor. Staff will work with local agencies to initiate the maintenance and support model upon completion of their respective fund transfer requirements. Staff will work with participating agencies on developing the appropriate local resolutions or fund transfer agreements to allocate local funds to SANDAG for RAMS support. Staff also will work with non-participating agencies and the vendor to coordinate the transition to local QuicNet4+ operations and any required software modifications.

Key Staff Contact: Ellison Alegre, (619) 699-0729, eal@sandag.org