MEETING NOTICE
AND AGENDA

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

Thursday, November 1, 2012
9:30 to 11 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
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AGENDA HIGHLIGHTS

• REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT
  PROGRAM: REQUEST FOR LOCAL AGENCY TRANSPORTATION
  IMPACT FEE INFORMATION

• NORTH COAST CORRIDOR TRANSPORTATION DEMAND
  MANAGEMENT PLAN

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1. WELCOME AND INTRODUCTIONS

2. PUBLIC COMMENTS

Members of the public shall have the opportunity to address the 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 OCTOBER 4, 2012, MEETING (CTAC SESSION ONLY) APPROVE

CTAC will review and approve the October 4, 2012, meeting summary.

CONSENT

4. REGIONAL PLAN: DRAFT PUBLIC INVOLVEMENT PLAN (David Hicks and Carolina Gregor) INFORMATION

At its November 2, 2012, meeting, the Regional Planning Committee will be asked to accept for distribution the draft Public Involvement Plan (PIP) for the Regional Plan. The draft PIP will outline a sustained, multifaceted, and energetic program to engage elected officials, stakeholders, and the general public in the development of the Regional Plan. Once the draft PIP is available for review and comment, SANDAG staff will e-mail it to CTAC members. Comments should be submitted to David Hicks at David.Hicks@sandag.org by December 5, 2012. The final PIP will be used in the preparation of a regional plan budget amendment that will be presented to the SANDAG Board for approval on December 21, 2012.

REPORTS (5 through 8)

5. ARTERIAL DETECTION SYSTEM DEVELOPMENT PLAN (Alex Estrella) DISCUSSION

SANDAG has completed the Arterial Detection System Development Plan, which included input and feedback from San Diego Regional Traffic Engineers Council and CTAC. Members will be presented with a brief overview of the Plan and next steps. The Plan is considered as the first phase that will provide a number of foundational documents for future design and construction of arterial detection subject to future funding.
46. REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM: REQUEST FOR LOCAL AGENCY TRANSPORTATION IMPACT FEE INFORMATION (Marney Cox and Ariana zur Nieden)

The Regional Transportation Congestion Improvement Program (RTCIP), an element of the TransNet Extension Ordinance, requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in their jurisdiction. At its February 24, 2012, meeting, the SANDAG Board of Directors asked staff to reach out to local jurisdictions to collect each agency’s overall development impact fee schedule. At the November 1, 2012, CTAC meeting, staff will provide an overview of the information that would be requested for subsequent presentation at the February 22, 2013, Board meeting.

47. NORTH COAST CORRIDOR TRANSPORTATION DEMAND MANAGEMENT PLAN (Antoinette Meier)

The Demand Management section of the 2050 Regional Transportation Plan and its Sustainable Communities Strategy calls for the development of corridor-specific Transportation Demand Management (TDM) plans and TDM plans for construction mitigation. The North Coast Corridor (NCC) presents an ideal opportunity to develop and deploy a corridor-specific TDM strategy that will mitigate the construction impacts along Interstate 5. The Plan will provide context-specific TDM solutions to manage congestion during construction and act as a foundation for continued travel behavior change once construction is complete. iCommute initiated the NCC TDM Plan in summer 2012 and will provide an overview of the development of the study.

8. CALIFORNIA DEPARTMENT OF TRANSPORTATION UPDATES

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

9. ADJOURNMENT AND NEXT MEETING

The next CTAC meeting is planned for Thursday, December 6, 2012.

+ next to an agenda item indicates an attachment
Action Requested: APPROVE

SUMMARY OF THE OCTOBER 4, 2012, MEETING

Agenda Item 1: Welcome and Introductions

Vice Chair Mario Sanchez (City of El Cajon) 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. There were no public comments.

Agenda Item 3: Meeting Summary (Approve)

The CTAC members were asked to review and approve the CTAC meeting summary of September 6, 2012.

Action: The September meeting summary notes were approved.

Agenda Item 4: Announcement: Public Workshop on 2050 Regional Plan (Information)

On Friday, October 19, 2012, SANDAG will be holding a public workshop to solicit input on the content and schedule of the 2050 Regional Plan, and on ideas for public involvement in the development of the plan. CTAC members are encouraged to attend and to forward the invitation to any individuals or groups that would be interested in participating in this event.

CTAC members were provided with a workshop flier plan for October 19, 2012, at the Caltrans District 11 Headquarters.

Agenda Item 5: 2050 Regional Plan Work Program: Implementing the Prior Planning Commitments (Discussion)

Last month, CTAC received a report on the 2050 Regional Plan work program and schedule. The work program includes a task to finalize SANDAG’s prior planning commitments from the 2050 Regional Transportation Plan/Sustainable Communities Strategy. Staff presented information about three of the commitments, including (A) the Regional Transit-Oriented Development (TOD) Strategy, (B) the Regional Complete Streets Policy,
and (C) the Land Use/Transportation Scenarios and Greenhouse Gas Target Setting work. CTAC was asked to provide comments to help guide this process.

Agenda Item 5.A. was presented by Susan Baldwin. After a brief discussion on the proposed key tasks, the following key points were raised and provided as initial feedback by CTAC members:

- Preparation of the TOD Policy/Strategy and Update efforts should consider greater emphasis on attaining support by local agency communities.
- Efforts also should take into account land use densities and or parking requirement recommendations.
- Staff indicated that CTAC, the Regional Planning Technical Working Group (TWG), and the Regional Housing Working Group will serve as the key working groups for review and input.

Agenda Item 5.B. was presented by Stephan Vance. A forum was open to CTAC members to discuss ideas for the Regional Complete Streets Policy. Key CTAC member feedback included:

- CTAC members indicated that emphasis be placed on clearly defining and articulating the need of a regional policy.
- Consideration also should be given to emergency responders as they are important stakeholders in the transportation field.
- Staff indicated that CTAC, SANTEC, and the TWG, will serve as the key working groups for review and input.

Agenda Item 5.C. was presented by Carolina Gregor. After a brief discussion on the proposed key tasks for the 2050 Land Use and Transportation Scenarios and Greenhouse Gas Target Setting, CTAC members indicated that future updates on the overall progress would be helpful. Staff agreed to bring back progress updates particularly as the as the Land Use and Transportation Concepts and Indicators are developed.

For additional questions on the 2050 Land Use and Transportation Scenarios and Greenhouse Gas Target Setting scope and efforts, CTAC members were encouraged to contact Carolina Gregor at Carolina.Gregor@sandag.org.

Agenda Item 6: CTAC Public Health Stakeholder Group Member Nomination (Appoint)

This item was presented by Heather Realm (SANDAG). In July 2012, SANDAG contracted with the San Diego County Health and Human Services Agency for the second phase of the Healthy Works project, which will be funded by the U.S. Centers for Disease Control and Prevention through the Community Transformation Grant. The Healthy Works project addresses rising rates of chronic diseases in the San Diego region that are affected by the built environment through policy, systems, and environmental change. SANDAG will be reconvening the Public Health Stakeholder Group (PHSG) to provide input to SANDAG on Healthy Works projects.

Staff requested CTAC to nominate representatives for the PHSG. The CTAC representative(s) will serve as Chair/Vice Chair with a representative of the TWG.
It was announced that Brian Jones would be interested in representing CTAC. PHSG is also open to non-CTAC city staff members. If interested please contact Heather Cooper at Heather.Cooper@sandag.org.

Agenda Item 7: Arterial Detection System Development Plan (Discussion)

This item was presented by Alex Estrella (SANDAG) and Dave Sorenson (Project Consultant). Over the past months, work has been underway for the completion of an Arterial Detection System Development Plan. This Plan will serve as the foundation for setting a strategic vision for setting regional arterial detection needs. The Plan is considered as the first phase that will provide a number of foundational documents for future design and construction of arterial detection subject to future funding. A status update for input and discussion was given.

Three main deployment options were given. These options were:

A. The implementation of arterial detection devices throughout the Regional Arterial System (RAS) that would provide functionality for arterial operations, traveler information, and ongoing performance monitoring.

B. Consideration of traveler information data package that would provide functionality to capture regional level traveler information data.

C. The implementation of a hybrid approach that includes both option A and B but will only include field detection devices to approximately 25 percent of the RAS and attainment of arterial probe data.

Deployment options were then open to discussion. Staff agreed that a formal request for input and feedback on proposed options will be issued via e-mail to CTAC members. Overall, CTAC members indicated that proposed option B did not seem to capture the full extent of the functionality needs for arterial operations and management.

Agenda Item 8: TransNet Triennial Performance Audit Report Recommendations- CTAC Ad Hoc Working Group Update (Discussion)

This item was presented by Alex Estrella (SANDAG). CTAC members were provided with an update and progress to date on work efforts from the CTAC Ad Hoc Working Group. The CTAC Ad Hoc Working Group was formed and members were appointed in May by CTAC to develop the scope, application, and timeline of addressing TransNet Triennial Audit Report Recommendations 3 through 6 that specifically focus on having SANDAG work more closely to monitor the Local Street and Road Program.

CTAC members were provided with a handout addressing member submittal findings. This meeting reintroduced the submittal findings now placed into three different categories. These categories include:

- Category 1: Agencies that reflect existing process that include general Capital Improvement Program (CIP) practice activities for Project/Program Priority, Program Monitoring, Project Delivery, and public input transparency.
• Category 2: Agencies that reflect existing process that include general CIP practice and that have an established structured priority ranking process and structure practice for Project/Program Priority, Program monitoring, Project delivery, and public input transparency.

• Category 3: Agencies that reflect existing process that include general CIP practice and that have an established policy for either Project/Program Priority, Program monitoring, and Project delivery, and public input transparency.

CTAC members indicated that the level of information provided was helpful in identifying existing process or programs, but recommended the established category definitions and descriptions be revised for a larger audience and to make it more user-friendly and easier to understand. Staff agreed to make subject revisions and indicated that the next steps are to meet with staff to provide a progress update on the information collected and to attain input on moving forward with a presentation to the Independent Taxpayers Oversight Committee.

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

Caltrans announcements were made. Announcements included:

1. **100% Obligation Authority Delivery for Federal Fiscal Year 2012**
   
   Congratulations, for the thirteenth consecutive year, the Region has delivered 100% of its Local Formula Obligation Authority (OA). Approximately, $1.28 billion of formula federal aid OA was obligated to fund projects. This includes an additional $53,094,733 in Local OA, which was made available through the August Redistribution.

2. **Bicycle Transportation Account (BTA) 2012-2013 Grant Awards**
   
   BTA Grant Awards for 2012/2013 have been announced. Statewide, a total of $11,922,529 in state funds was awarded, with an additional $4,726,694 in matching funds from local agencies.

   District 11 received six BTA program applications, two from the Imperial Region and four from the San Diego Region agencies.

   Three applications, from the County of San Diego region, were selected as successful.

   Additional information may be obtained at the link provided below: www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm

**Agenda Item 10: Adjournment and Next Meeting**

The next CTAC meeting will be held on Thursday, November 1, 2012, from 9:30 to 11 a.m.
REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT
PROGRAM: REQUEST FOR LOCAL AGENCY TRANSPORTATION IMPACT FEE INFORMATION
File Number 1500100

Introduction

The Regional Transportation Congestion Improvement Program (RTCIP), an element of the TransNet Extension Ordinance, requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in their jurisdiction. The RTCIP has been implemented in the San Diego region since July 1, 2008. The TransNet Extension Ordinance requires SANDAG to annually adjust the minimum RTCIP fee amount on July 1 of each year, based on an analysis of construction cost indices, but never less than 2 percent. The purpose of this annual adjustment is to ensure the RTCIP retains its purchasing power to improve the regional arterial system.

The most recent annual adjustment to the RTCIP was approved by the SANDAG Board of Directors on February 24, 2012. Based on an analysis of construction cost trends and relevant indices, staff recommended, and the Board approved, a 2 percent fee adjustment raising the minimum RTCIP exaction from $2,123 to $2,165 beginning July 1, 2012. At the February meeting, Board members asked staff to reach out to local jurisdictions to collect information about each agency’s overall development impact fee schedule. The fee schedule information for each jurisdiction would be presented as part of the annual RTCIP fee adjustment scheduled for presentation to the SANDAG Board in February 2013. At the November 1, 2012, CTAC meeting, staff will provide an overview of the information that would be requested for subsequent presentation at the February 22, 2013, Board meeting.

Key Staff Contacts: Marney Cox, (619) 699-1930, Marney.Cox@sandag.org
Ariana zur Nieden, (619) 699-6961, Ariana.zurNieden@sandag.org
NORTH COAST CORRIDOR TRANsportation demand management plan  File number 3310708

Introduction

The Demand Management section of the 2050 Regional Transportation Plan and its Sustainable Communities Strategy calls for the development of corridor specific Transportation Demand Management (TDM) plans and TDM plans for construction mitigation. Each regional corridor is confronted with unique transportation challenges depending on the types of facilities available, adjacent land uses, and the surrounding environment. As such, a customized approach to TDM planning provides optimal results. Furthermore, applying TDM programs as mitigation for major highway construction projects provides solo commuters with choices for avoiding construction-related traffic congestion and can be a key motivator for commuters to change their mode or time of travel after construction.

The North Coast Corridor (NCC) presents an ideal opportunity to develop and deploy a corridor-specific TDM strategy that will mitigate highway and rail construction impacts. The NCC is located in San Diego County’s north coastal area and consists of 27 miles of highway and rail that connect the cities of Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar, and San Diego. As a gateway to San Diego County, the NCC is one of the most traveled corridors in the nation. It carries locals and visitors to attractions such as its world-renowned beaches, Del Mar Fairgrounds, major employment centers, and the coastal communities. The NCC Program represents a $6.5 billion investment in transportation and coastal improvements comprised of the Interstate 5 Express Lanes Project, coastal rail and transit projects, environmental protection, and coastal access enhancements.

The NCC TDM Plan will support these projects by providing geographically focused and context-specific TDM solutions to manage congestion during construction and act as a foundation for continued travel behavior change once construction is complete.

Discussion

The NCC TDM Plan will be divided into two parts, with an implementation timeline that corresponds with the first phase of NCC construction (2012-2020):

1. Market Research, Existing Conditions Analysis, and Partner and Project Coordination (September – December 2012)
2. TDM Strategy Development and Performance Measures and Monitoring (December 2012 – July 2013)
The market research will focus on commuters, employers and organizations, agencies, schools, and other major trip generators in the corridor. The research will determine motivators to change travel behavior, barriers to using transportation alternatives, and will assess the existing TDM programs, services, and supportive facilities available in the corridor.

The research will inform the development of customized TDM strategies and related services coupled with a targeted outreach and marketing plan. The strategies will be organized into three levels, each with a more rigorous program of activities at ascending budget levels. The Plan will establish appropriate trip reduction targets and performance measures with a method for monitoring the effectiveness of the TDM strategies. An administration plan will be provided and will address program management, organization, and coordination with other partners and projects.

A staff level working group is providing project oversight and includes representatives from regional transportation partners (Caltrans, North County Transit District, San Diego Metropolitan Transit System, and LOSSAN), coastal cities and stakeholders, and a consultant team.

This month an overview of the NCC TDM Plan is being presented to the Cities/County Transportation Advisory Committee (CTAC) and the Regional Planning Technical Working Group (TWG) for information and discussion.

**Next Steps**

The research component of the NCC TDM Plan is underway and will be completed in late December 2012. Staff will return to CTAC, TWG, and the Transportation Committee in early 2013 to present the outcome of the market research and initial recommendation to be considered in the NCC TDM Plan for discussion.

Key Staff Contact: Antoinette Meier, (619) 699-7381, Antoinette.Meier@sandag.org