MEETING NOTICE AND AGENDA

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

Thursday, May 2, 2013

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
alex.estrella@sandag.org

AGENDA HIGHLIGHTS

• FISCAL YEAR 2012 TransNet TRIENNIAL PERFORMANCE AUDIT REPORT RECOMMENDATIONS UPDATE

• CALTRANS LOCAL ASSISTANCE UPDATE; NEW CONSULTANT SELECTION PROCESS GUIDELINES; AND MAP-21 UPDATE

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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.
ITEM # | RECOMMENDATION
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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 APRIL 4, 2013, MEETING

CTAC will review and approve the April 4, 2013 meeting summary.

CONSENT

+4. | ALTERNATIVE LAND USE AND TRANSPORTATION SCENARIOS TO FURTHER REDUCE GREENHOUSE GAS EMISSIONS - BACKGROUND INFORMATION (Carolina Gregor)

Attached is a matrix summarizing previous scenario planning efforts in the San Diego region and other regions, which may be useful background information for initial brainstorming for alternative land use and transportation scenarios to further reduce greenhouse gas emissions. The matrix was presented to the Regional Planning Technical Working Group at its April meeting. A joint brainstorming workshop will be held on May 9, 2013, starting at 12 noon.

REPORTS

5. | FISCAL YEAR 2012 TransNet TRIENNIAL PERFORMANCE AUDIT REPORT RECOMMENDATIONS UPDATE (Alex Estrella, SANDAG)

In January 2013, the Independent Tax Payers Oversight Committee (ITOC) was presented with the CTAC Ad Hoc Working Group findings developed through CTAC and SANDAG staff. CTAC members will be provided with an update and summary of proposed next steps including reporting framework proposed by the CTAC in April and presented at the May ITOC meeting.
6. CALTRANS LOCAL ASSISTANCE UPDATE; NEW CONSULTANT SELECTION PROCESS GUIDELINES; AND MAP 21 UPDATE (Caltrans)

Caltrans Staff will provide an overview of the New Consultant Selection Process for administering architectural and engineering consultant contracts. The overview will describe the methods of hiring consultant services, highlight the Disadvantaged Business Enterprise requirements that need to be incorporated into the Request For Qualifications and/or Request For Proposals for federal-aid projects, describe how to avoid conflicts of interest when retaining a consultant in a management role, and provide guidance on how to submit invoices for federal reimbursement of consultant expenses. Caltrans Staff will also provide an overview of MAP-21 efforts and specifically focus on the National Highway System (NHS) which includes Principle Arterials. The NHS network serves as the transportation network platform for MAP-21.

7. INTERSTATE 15 INTEGRATED CORRIDOR MANAGEMENT PROJECT OVERVIEW (ALEX ESTRELLA, SANDAG)

SANDAG staff will provide an overview of the Interstate 15 (I-15) Integrated Corridor Management (ICM) Project. The I-15 ICM project includes the implementation of multi-agency response plans for addressing congestion. The I-15 ICM project leverages the regions existing transportation management systems including the Regional Arterial Management System.

8. CALRECYCLE RUBBERIZED ASPHALT CONCRETE COOPERATIVE PURCHASE PROGRAM (Theron Roschen, P.E. QUINCY ENGINEERING / CalRecycle CONTRACTOR)

Through the California Department of Resources Recycling and Recovery (CalRecycle) and their contractor, Quincy Engineering, the Rubberized Asphalt Concrete Cooperative Purchase Program (RCPP) provides funding grant opportunities to promote markets for recycled-content surfacing products derived from waste tires. Under the RCPP, eligible grant recipients include public agencies that fund public works projects. Quincy Engineering will provide an overview of the RCPP and include upcoming grant opportunities and available technical resources available through the program.

9. ADJOURNMENT AND NEXT MEETING INFORMATION

The next CTAC meeting is planned for Thursday, June 6, 2013.

+ next to an agenda item indicates an attachment
SUMMARY OF THE APRIL 4, 2013, 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 summary of the March 7, 2013, CTAC meeting.

Action: The meeting summary notes were approved.

Agenda Item 4: Alternative Land Use and Transportation Scenarios to Further Reduce Greenhouse Gas Emissions (Information)

Carolina Gregor (SANDAG) announced that SANDAG had recently kicked off the initiation of the development of alternative land use and transportation scenarios to further reduce greenhouse gas emissions efforts through a joint CTAC and Regional Planning Technical Working Group (TWG) meeting held on March 14, 2013. Staff indicated CTAC and TWG will serve as the primary working groups to provide input and guidance through the development process and anticipate an on-going standing item at each committee's meetings as appropriate. Staff clarified that the alternatives that will be considered through this process will only focus on land use and transportation-related scenarios.

Agenda Item 5: Inventory of Local Parking Policies in the San Diego Region (Discussion)

Antoinette Meier and Marisa Mangan (SANDAG) provided an overview of the recently completed survey inventory findings of local parking policies in the San Diego region. The item was presented for discussion and included a summary of local agency policies and next steps discussion for how parking management strategies may be considered in the development of the San Diego Forward: The Regional Plan. The following key findings and discussion points were made based on corresponding agenda item attachments that highlighted summary of parking inventory and summary of parking challenges:
• Inventory findings indicate that there is a general consensus that parking is a politically sensitive issue; there seems to be a lack of public awareness on the relationship between parking, travel behavior, community design and development.

• Only a limited number of agencies have an established on-street parking charging policy which is generally established through a City Council approval process.

• The application of parking standards for affordable housing or mixed use developments are inconsistent and generally applied without full consideration of community context, demand, and availability of transportation alternatives.

• Financing of public parking structures, providing designated long-term parking for employees in business districts, and parking spill over into residential neighborhoods are several growing challenges that local agency are faced with.

In terms of next step, staff indicated that such findings serve as the foundational work for aligning local parking policies and challenges with regional goals in the San Diego Forward: The Regional Plan. Efforts will include the establishment and development of a Parking Management Toolbox that will provide a range of parking management strategies to help address inventory findings and challenges. These can include strategies that look at flexible parking standards or parking management techniques that consider technology. The intent of this effort is to provide a menu of parking management strategies to be considered as part of the alternative land use and transportation scenario development. In response to CTAC input, staff indicated and agreed to consider and examine how other regional planning agencies have undertaken similar efforts while being cognizant of regional and local issues and context.

Agenda Item 6: Freight Stakeholders Working Group Update (Information)

Christina Casgar and Andrea Hoff (SANDAG) announce that the Freight Stakeholders Working Group efforts had been initiated in January 2013 and a subsequent presentation on the group’s efforts was provided to CTAC members. The presentation highlighted three specific items and included a review of the proposed working group tasks for inclusion in the Goods Movement Strategy of the freight component of the San Diego Forward: The Regional Plan, an update on the Freight Gateway Study, and on-going analysis of truck management strategies for accommodating and managing trucks on the region’s transportation network.

With regard to San Diego Forward: The Regional Plan, staff indicated that the plan will include a goods movement portion or the Goods Movement Strategy in an effort to balance the regional goods movement needs with overall regional plan goals and objectives. CTAC members were also informed that the Freight Gateway study completed in 2010 was being updated to reflect updated freight traffic forecast estimates from 2007 to 2012, and is expected to be completed in late 2013 or late 2014. Staff is also working on identifying an analyzing a number of truck management strategies, and one of the first activities included looking at the use of Managed Lanes as a management strategy. Up to seven additional strategies will be assessed and analyzed throughout this process and will range from the capital extensive infrastructure improvements to operational strategies that include the implementation of Intelligent Transportation Systems.
This item was presented for information and staff encouraged CTAC members to contact Christina Casgar at christina.casgar@sandag.org or Andrea Hoff at andrea.hoff@sandag.org for more detailed information on questions the Freight Stakeholders Working Group efforts.

**Agenda Item 7: Regional Arterial Management System Update (Discussion)**

Ellison Alegre (SANDAG) provided an update the on-going efforts associated with the regional maintenance and support activities for the Regional Arterial Management System (RAMS). CTAC members were provided with a review of the April 2012 CTAC meeting action that included CTAC concurrence for the pooled fund and estimated agency costs for the one year RAMS maintenance and support model. The staff report also included a status update and proposed regional pool fund approach for the second year and specifically highlighted that agencies will no longer have Option 1 (withholding Local TransNet funding “off the top”) available for future RAMS pool funds. Staff will work with local agencies should Option 2 (Reprogram Local TransNet funds via RTIP) or 3 (direct payment) be considered. In terms of RAMS user group activities, efforts have included training activities on basic proficiency topics provided by the RAMS vendor in late 2012. Staff will continue to work with local agency members to develop and structure a RAMS user group.

Stan Glowacki (SANDAG) also provided an update on key quantitative and qualitative measures documenting the performance of the RAMS maintenance and support activities. Specifically, staff presented an overview of key system support maintenance related efforts capture and reported through Customer Service Activity log reports developed by McCain for SANDAG staff. The report provided an overview of quarterly maintenance on site visits (estimated at three visits per agency to date) non-site visit related support, and on-going support and development efforts including bug fixes, troubleshooting and diagnostics. In summary, the total hours expended to date totaled just over 550 hours out of 685 expected and scoped. Staff indicated that due to cost efficiencies, all local agencies have also benefited as other upgrade features have been complimentary as part of the regional model agreement and include, but are not limited to, configuration editor to support for new controller types and addition of QuicTrac Adaptive functionality. In an effort to capture the operational benefits of the RAMS system, staff agreed to provide an update on the Interstate 15 (I-15) Integrated Corridor Management (ICM) project. Staff indicated that the RAMS system is a fundamental block of the I-15 ICM project for assuring multi agency signal timing coordination.

**Agenda Item 8: Fiscal Year 2012 TransNet Triennial Performance Audit Report Recommendations Update (Information)**

Alex Estrella (SANDAG staff) introduced this item and included a progress update on work efforts from the CTAC Ad Hoc Working Group. Specifically, staff indicated that the group had met and proposed a list of possible data/informational reporting categories for inclusion in future annual reporting updates to ITOC in response to the Fiscal Year (FY) 2012 TransNet Audit Report Recommendations #3-6.

An extensive discussion on the various levels of available information and categories was followed by CTAC members. And as a result of such discussions, CTAC agreed to consider the use of pavement statistics, mobility measure such as LOS, and other data/information that can be captured as part of an existing can also be applied to illustrate what an agency is doing well to track data or outcomes by implementing the TransNet projects. Staff agreed to follow-up with an email to confirm proposed categories and sample data sets to all CTAC agencies which will be subsequently
submitted as a discussion topic to ITOC during its May meeting in response to the FY 2012 TransNet Audit Report Recommendations #3-6.

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

No formal Caltrans announcements were made due to CTAC meeting length time and only a hand out was issued.

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

The next CTAC meeting will be held on Thursday, June 6, 2013, from 9:30 to 11 a.m.
<table>
<thead>
<tr>
<th>SANDAG Efforts</th>
<th>2020 Cities/County Forecast Land Use Alternatives</th>
<th>2050 Regional Growth Forecast Alternatives</th>
<th>SANDAG CARB Target Setting Alternatives</th>
<th>2050 RTP EIR Alternatives</th>
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<tbody>
<tr>
<td><strong>Fixed Parameters</strong></td>
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<tr>
<td><strong>Regional Growth Forecast/General Plans/SGOAs</strong></td>
<td>• Highest allowed residential densities and mixed uses within walking distance (1000 ft. radius) of Transit Focus Areas (TFAs); residential development outside of TFAs occurs as usual (generally at midpoint of jurisdiction's planned density range)</td>
<td>• Maximum general plan (re)development region-wide, assuming highest possible densities based on general plans</td>
<td>• Assumes the implementation of the Revenue Constrained Transportation Network from the 2030 RTP</td>
<td>• Assumes the total population from the Series 12 2050 Regional Growth Forecast, but distributes more of population to Urban and Town Centers based on Smart Growth Concept Map (SGCM); existing/planned Urban and Town Centers reach maximum densities and potential Urban and Town Centers reach minimum densities or more includes modified funding strategy for transportation network improvements, which result in increased transit frequencies, earlier phasing for new transit projects, and fewer highway improvements overall</td>
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<td><strong>Transportation Network</strong></td>
<td>• All future residential development occurs at the highest densities allowed in general/community plans</td>
<td>• Density increase in transit investment areas; assuming (re)development of sites within transit investment areas to a minimum of 25 du/ac on lands currently planned for multi-family, mixed-use, or commercial use</td>
<td>• Assumes the implementation of the Series 12 2050 Regional Growth Forecast</td>
<td>• Assumes intensified densities around the region's Urban and Town Centers while transportation network improvements remain the same as in the 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); • Assumes the implementation of slow growth Policies through restrictive land use regulations and/or economic disincentives; assumes Series 12 2050 Regional Growth Forecast, but at a slower pace; implements the 2050 RTP/SCS, but with 5 year delay for each improvement</td>
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<td><strong>Transit Network</strong></td>
<td>• All future residential development occurs at the highest densities allowed in general/community plan, but caps are placed on future residential development in the unincorporated area based on the County's General Plan and Sponsor Group Area population targets</td>
<td>• Redevelopment near high-frequency transit stations, assuming all commercial areas within 15-minutes walking distance of high-frequency stations are redeveloped as mixed-use (residential and commercial) with multi-family housing at a minimum of 25 du/ac</td>
<td>• Assumes intensified densities around the region's Urban and Town Centers, assuming that all existing/planned Urban and Town Centers are built out to the maximum place type density and all potential Smart Growth Opportunity Areas (SGOAs) on Smart Growth Concept Map (SGCM) are built out to at least the minimum place type density</td>
<td>• Assumes the total population from the Series 12 2050 Regional Growth Forecast, but distributes more of population to Urban and Town Centers based on Smart Growth Concept Map (SGCM); existing/planned Urban and Town Centers reach maximum densities and potential Urban and Town Centers reach minimum densities or more includes modified funding strategy for transportation network improvements, which result in increased transit frequencies, earlier phasing for new transit projects, and fewer highway improvements overall</td>
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<td><strong>Funding Strategies</strong></td>
<td>• Full implementation of Smart Growth Opportunity Areas (SGOAs) on the Smart Growth Concept Map, assuming that existing/planned and potential SGOAs are developed to the greater of either maximum general plan density or minimum smart growth place type density; also includes redeveloping some park-and-ride facilities into mixed-use parking structures</td>
<td>• Full implementation of Smart Growth Opportunity Areas (SGOAs) on Smart Growth Concept Map, assuming that existing/planned and potential SGOAs are developed to the greater of either maximum general plan density or minimum smart growth place type density; also includes redeveloping some park-and-ride facilities into mixed-use parking structures</td>
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<td><strong>Bike/Ped Investment</strong></td>
<td>• Inclusion of draft plans in the forecast, at jurisdiction's discretion, assuming that draft plans currently in progress are approved and that redevelopment according to those plans could be possible before 2050</td>
<td>• Density increase in transit investment areas; assuming (re)development of sites within transit investment areas to a minimum of 25 du/ac on lands currently planned for multi-family, mixed-use, or commercial use</td>
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<td><strong>Pricing Strategies</strong></td>
<td>• Expands transit system improvements and transit station park-and-ride facilities</td>
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<td>• Assumes the Series 12 2050 Regional Growth Forecast and implements transportation network improvements using a transit emphasis and modified phasing strategy that advances new transit projects earlier in the process than in the 2050 RTP/SCS; a majority of highway projects are still carried out; transit frequencies remain unchanged from 2050 RTP/SCS</td>
<td>• Assumes the total population from the Series 12 2050 Regional Growth Forecast, but distributes more of population to Urban and Town Centers based on Smart Growth Concept Map (SGCM); existing/planned Urban and Town Centers reach maximum densities and potential Urban and Town Centers reach minimum densities or more includes modified funding strategy for transportation network improvements, which result in increased transit frequencies, earlier phasing for new transit projects, and fewer highway improvements overall</td>
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Fixed Parameter

Regional Growth Forecast/General Plans/TPAs/TPPs/Etc.

- Transportation Network
- Bike/Ped
- TDM/TSM
- Pricing Strategies
- BluePrint Investment

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**Transportation Network**

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**Bike/Ped**

- Bike and pedestrian facility expansion, focusing on high-traffic areas.
- Increase in bike path and pedestrian path miles.

**TDM/TSM**

- Telecommute, carpool, vanpool, and public transit use.
- Increased public transit usage.

**Pricing Strategies**

- Toll pricing, congestion pricing, and variable pricing.
- Increased use of electronic tolling systems.

**BluePrint Investment**

- Economic growth, population increase, and transportation network expansion.
- Increased investment in transportation infrastructure.

**Other Efforts**

- Environmental Constraints: Hard Constraints (Non-buildable: 1/100 miles and 1/1000 miles for 2035).