MEETING NOTICE AND AGENDA

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE

The Cities/County Transportation Advisory Committee may take action on any item appearing on this agenda.

Thursday, May 7, 2015

9:30 a.m. to 11 a.m.

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

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

Beginning in February, the parking garage elevators at Wells Fargo Plaza will undergo a six month mechanical modernization. During this period, only one garage elevator will be in service. Please allow yourself extra time to make your way up from the garage to the SANDAG offices and Board Room. For those requiring special assistance, please call the SANDAG front desk in advance of any meetings at (619) 699-1900.

AGENDA HIGHLIGHTS

- DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN
- REGIONAL ARTERIAL MANAGEMENT SYSTEM UPDATE

SANDAG offices are accessible by public transit. Phone 511 or see 511sd.com for route information. Secure bicycle parking is available in the building garage off Fourth Avenue.

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.
ITEM NO.  | RECOMMENDATION
---|---
1. | WELCOME AND INTRODUCTIONS

2. | PUBLIC COMMENTS

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 meeting coordinator prior to speaking. Public speakers should notify the meeting 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. | APPROVAL OF MEETING MINUTES

APPROVE

The CTAC is asked to review and approve the minutes from its April 2, 2015, meeting.

REPORTS

+4. | DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN

INFORMATION

(Phil Trom)

The SANDAG Board of Directors released the Draft San Diego Forward: The Regional Plan for public review on April 24, 2015. The Draft Regional Plan combines the Regional Transportation Plan: Our Region. Our Future. and its Sustainable Communities Strategy with the Regional Comprehensive Plan into one planning document that provides a vision for the region’s future growth and development. The Draft Regional Plan proposes a strategy for a more sustainable future which includes investing in a transportation network that will provide residents more travel choices, protects the environments, creates healthy communities, and stimulates economic growth. SANDAG is currently soliciting comments on the Draft Regional Plan. The attached April 24th Board item discusses the release of the Draft Regional Plan and we invite your comments and feedback.

+5. | REGIONAL ARTERIAL MANAGEMENT SYSTEM UPDATE

RECOMMEND

(Stan Glowacki)

SANDAG staff will provide an update on the Regional Arterial Management System (RAMS) Regional Maintenance and Support on-going efforts and user group activities. Specifically, staff will provide a review of key quantitative and qualitative measures documenting the performance of the RAMS system operations in an effort to demonstrate level of effort and responsiveness for on-going maintenance and support activities carried out under the regional agreement. Staff will be requesting CTAC’s recommendation for continuation of the regional fund pool to continue hardware and software maintenance of the RAMS system.
6. LEGISLATIVE STATUS UPDATE (Robyn Wapner)  
Staff will provide an overview of various state and federal legislative activities.

7. QUARTERLY TransNet FINANCIAL REPORTS FOR THE PERIOD ENDING MARCH 31, 2015 (Lisa Kondrat-Dauphin)  
Staff will provide the quarterly TransNet financial balances for the Local Street and Road Balances. The information is planned to be presented to the Independent Taxpayers Oversight Committee on Wednesday, May 13, 2015.

8. TransNet TRIENNIAL PERFORMANCE AUDIT REPORT RECOMMENDATIONS ACTIVITIES (Alex Estrella)  
Staff will provide an update on the development of the 2014 Local Street and Road Program templates planned to be submitted to the Independent Taxpayers Oversight Committee (ITOC) on June 2015 as part of the TransNet Local Street and Road Program Annual Report. Also, at the April 2, 2015, CTAC meeting, staff presented the Draft FY 2015 TransNet Triennial Performance Audit Report and its Recommendations. CTAC will be asked to continue to discuss potential changes and next steps toward implementation of Recommendation No. 3 concerning potential changes to payment improvement definitions between congestion relief and maintenance categories as referenced in SANDAG Board Policy No. 031: Local Street and Road Program TransNet Ordinance and Expenditure Plan Implementation Guidelines.

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

10. ADJOURNMENT AND NEXT MEETING  
The next CTAC meeting is scheduled for Thursday, June 4, 2015.

+ next to an agenda item indicates an attachment
The meeting of the Cities/County Transportation Advisory Committee (CTAC) was called to order by Chair Mario Sanchez (City of El Cajon) at 9:40 a.m.

1. WELCOME AND INTRODUCTIONS

The attendance sheet for this meeting is attached.

2. PUBLIC COMMENTS

Members of the public had the opportunity to address the CTAC on any issue. Upon completion of a request to comment form, James Guerra (Aquaphalt) provided CTAC members with a summary of its asphalt product. Mr. Guerra indicated that the product he is an environmentally friendly permanent material for asphalt and concrete road surfaces. It is used for repairing potholes, pavement damage, parking lots, utility cuts, tennis courts, walkways, bridge joints, manhole restorations and driveways. For more detailed information, members were encouraged to contact Mr. Guerra.

3. APPROVAL OF MEETING MINUTES (APPROVE)

Item 3A: Approval of February 5, 2015, meeting minutes.

Action: Upon a motion by Ed Walton (City of Coronado) and a second by Kuna Muthusamy (City of National City), the CTAC approved the February 5, 2015, meeting minutes.

Yes: Chair Sanchez (City of El Cajon), Vice Chair Frank Rivera (City of Chula Vista), Ed Walton (City of Coronado), Kipp Hefner (City of Encinitas), Julie Procopio (City of Escondido), Hank Levien (City of Imperial Beach), Kuna Muthusamy (City of National City), Gary Kellison (City of Oceanside), Paul Vo (City of San Marcos), Mohammad Sammak (City of Solana Beach), Terri Rayback (County of San Diego), and Johnny Dunning, Jr. (North County Transit District); No: None; Abstain: Hasan Yosef (City of San Diego) and Minjie Mei (City of Santee); Absent: City of Carlsbad, City of Del Mar, City of La Mesa, City of Lemon Grove, City of Poway, City of Vista, and the Metropolitan Transit System.

Item 3B: Approval of March 5, 2015, meeting minutes.

Action: Upon a motion by Mr. Walton and a second by Mr. Muthusamy, the CTAC approved the March 5, 2015, meeting minutes.
Yes: Chair Sanchez, Vice Chair Rivera, Mr. Walton, Mr. Hefner, Ms. Procopio, Mr. Levien, Mr. Muthusamy, Mr. Kellison, Mr. Vo, Mr. Sammak, Mr. Rayback; No: None; Abstain: Mr. Yosef, Mr. Mei, Mr. Dunning, Jr.; Absent: City of Carlsbad, City of Del Mar, City of La Mesa, City of Lemon Grove, City of Poway, City of Vista, and the Metropolitan Transit System.

REPORTS

4. TransNet LOCAL STREET AND ROAD PROGRAM ANNUAL REPORT (DISCUSSION)

Alex Estrella and Michelle Smith (SANDAG) provided an update on a new tool that is planned to be implemented as part of the ProjectTrak project submittal process for capturing project outcome statistics and data. Mr. Estrella and Ms. Smith requested for the respective agencies to brainstorm and provide input and feedback regarding the new tool before its implementation in the fall of 2015. Ms. Smith will be returning in May to capture the input and feedback from the agencies. Miguel Arciniega (SANDAG) also provided CTAC with a status update regarding the Local Streets and Roads Program Annual Report Data/Information Request effort. Staff indicated that the first round of reviews has been completed and a final review will be conducted with a goal of having the final submittals completed by May and ready to present to ITOC in June.

5. DRAFT FY 2015 TransNet TRIENNIAL PERFORMANCE AUDIT REPORT RECOMMENDATIONS (DISCUSSION)

Mr. Estrella presented to CTAC members the proposed recommendations identified under Chapter 3 of the draft FY 2015 TransNet Triennial Performance Audit Report. The Report was accepted by the Independent Taxpayers Oversight Committee on March 11, 2015, and presented to the Transportation Committee for review on March 20, 2015.

CTAC members were presented with an overview of the Local Streets and Road Program Chapter (Chapter 3) along with the corresponding chapter report recommendations. The recommendations highlighted in the report included; (1) implementing one of the options from the Regional Arterial Detection System Development Plan and or develop and implement other alternative mechanisms to measure performance outcomes, (2) expand on existing available local street and road performance output data to summarize improvements made to the network, and (3) revisit the TransNet Extension Ordinance and Expenditure Plan provisions pertaining to the 70 percent congestion relief and the 30 percent maintenance categories to determine whether definitions as currently listed under Local Street and Road Program Expenditure Guidelines for pavement projects are still relevant.

Discussion points raised by CTAC members included concerns about the reports increased emphasis on Pavement Condition Index (PCI) as a likely candidate for roadway performance measurement metric. CTAC members indicated that, although PCI is a good methodology, it leads to ambiguity as there are varying methods for calculating PCI pavement conditions. Such methodologies are not standardized and thus would require a common and regional approach to ensure a consistent and fair assessment of each agency pavement conditions through a PCI measurement.

Staff also initiated the discussion on the examination of the pavement conditions category under both the 70 percent congestion relief and the 30 percent maintenance categories. Staff requested that CTAC members come prepared to discuss advancements in pavement technologies to
determine and finding ways to maximize or examine if such technologies can make the Local Street and Road Program funds go farther. Staff indicated that further discussions will be carried out over the next CTAC meetings to address the FY 2015 TransNet Triennial Performance Audit Report, Chapter 3 Recommendation No. 3. Staff also encouraged CTAC members to submit any comments to the audit report via email to Ariana zur Nieden at ariana.zurnieden@sandag.org.

6. CALTRANS UPDATES (INFORMATION)

Active Transportation Program (ATP) Cycle 2 “Call for Projects” – On March 26, 2015, the California Transportation Commission (CTC) approved the 2015 ATP Cycle 2 Guidelines. The ATP Cycle 2 “call for projects” schedule is from March 26, 2015, to June 1, 2015.

Project applications must be mailed/postmarked to the Sacramento address below by June 1, 2015. Hand delivered application packages will not be accepted. Applications postmarked after this date will also not be accepted.

Caltrans
Division of Local Assistance, Mail Station 1
Attention: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001


- Minimum of 25 percent of the funds must benefit disadvantaged communities.

- Caltrans has developed a comprehensive collection of the ATP Cycle 2 Guidance, Instructions, Application Forms, and Training Workshop information. It is strongly recommended that ATP applicants attend ATP workshops, read the ATP guidelines, and review the ATP application instructions and guidance. This information is available at: http://www.catc.ca.gov/programs/ATP.htm

Upcoming Deadlines to Submit Highway Bridge Program (HBP) and Formula Obligation Authority (OA) Requests for Authorization (RFA) – as of March 31, 2015, HBP funds will be available, until exhausted, to all projects programmed in FY 2014/2015 to FY 2017/2018.

The deadline to submit RFA’s for programmed funds that have yet to be obligated for Formula OA funds, RSTP, and CMAQ, is Friday, May 1, 2015.

Highway Safety Improvement Program (HSIP) Cycle 7 “Call for Projects” – the HSIP Cycle 7 “call for projects” is expected to be announced towards the end of April 2015 with the applications expected to be due in late July 2015. High Risk Rural Road federal funding for eligible projects is also included in the Cycle 7 HSIP call. The total federal funding available is expected to be approximately $150 million. Additional information can be found on the link provided: http://dot.ca.gov/hq/LocalPrograms/hsip.html

Office Bulletin (OB) 15-01 “Appropriation Year and Budget Authority” – OB 15-01 makes amendments to Sections 3.1 and 3.5 of Chapter 3 of the Local Assistance Procedures Manual. These changes define
and clarify the appropriation year and budget authority from executed project authorizations made by the Division of Local Assistance (DLA) and Local Program Accounting (LPA). OB 15-01 will also provide increased transparency of the assignments of appropriation years to local program encumbrances, document the methodology of assignment of appropriation years between DLA and LPA and demonstrate the benefits of early delivery through a longer lasting budget authority.

Caltrans Oversight Information Notice (COIN) 15-01 “Non-traditional (Electronic) Advertising for Contract Bids or Proposals – this COIN pertains to advertising for contract bids/proposals for construction contracts as well as formal A&E consultant qualifications/proposals. The traditional method of advertising for contract bids or proposals is through a “newspaper receiving wide local circulation.” However, this COIN informs local agencies of the allowable use of non-traditional (electronic) advertising methods, the broad parameters covering such non-traditional methods, and the need to clearly document those advertising methods utilized.

Inactive Projects – currently, the Cities of Carlsbad, Chula Vista, Encinitas, La Mesa, National City, Oceanside, San Diego, Vista, as well as SANDAG, have projects that are flagged for inactivity in submitting a project invoice. The deadline to submit your inactive project invoice to our office, to avoid deobligation of project funds, is May 20, 2015. A complete list of inactive projects, with your city’s project(s) specific inactive information, can be found at the link provided: http://www.dot.ca.gov/hq/LocalPrograms/Inactiveproject.htm If you have any questions or need assistance, please contact Debora Ledesma-Ribera at debor.ledesma-ribera@dot.ca.gov or by calling (619) 278-3766

Upcoming Training:

• Every Day Counts (EDC) Exchange “Road Diets” via Webinar – April 9, 2015 – 11 a.m. to 1 p.m. located at Caltrans District 11 offices, in the Gallegos Room, Room 1-134. This room has been added, for your convenience as a viewing site for the EDC 3 Webinar

• ATP Training: Cycle 2 Call for Projects – April 21, 2015 – 8 a.m. to 5 p.m. located at Caltrans District 11 offices, in the Garcia Auditorium, Room 125. Video Teleconference (VTC) accommodations available at Imperial County Transportation Commission (ICTC) Conference Room, 1405 North Imperial Avenue Suite 1 El Centro, California 92211.

• ATP Training: Support for Smaller Agencies and Disadvantaged Communities Developing Effective Active Transportation Projects and Programs Workshop – May 04, 2015 – 9 a.m. to 5 p.m., located at Caltrans District 11 offices, in the Garcia Auditorium, Room 125. VTC accommodations available at ICTC Conference Room 1405 North Imperial Avenue, Suite 1 El Centro, California 92243. Space is limited. Please register at http://atp-support-sandiego.eventbrite.com

• Federal Aid Series, Caltrans District 11 – May 18-22 2015. Note: Change of Venue A series courses will be held Monday through Friday 8:00am to 5:00pm, covering various topics (new topic each day), related to the Federal Aid process. Training venue will be, Hacienda Hotel-Old Town, 4041 Harney Street, San Diego, California 92210. Space is limited. Please register at http://www.californialtap.org/
7. **UPCOMING MEETINGS (INFORMATION)**

The next CTAC meeting is scheduled for May 7, 2015.

8. **ADJOURNMENT**

Chair Sanchez adjourned the meeting at 10:33 a.m.
# CITIE/COUNTY TRANSPORTATION ADVISORY COMMITTEE
## MEETING ATTENDANCE FOR April 2, 2015

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<td>Julie Procopio</td>
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<td>Hank Levien</td>
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<td>Metropolitan Transit System</td>
<td>Mark Thomsen</td>
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<td>Johnny Dunning, Jr.</td>
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ADVISORY MEMBERS LISTED BELOW (ATTENDANCE NOT COUNTED FOR QUORUM PURPOSES)

| Caltrans            | Robin Owen | Yes | N/A |

OTHER ATTENDEES

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<tr>
<th>James Guerra (Aquaphalt)</th>
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<tr>
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<td>Miguel Arciniega</td>
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<td>Michelle Smith</td>
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SANDAG STAFF MEMBERS LISTED BELOW
Introduction

The SANDAG Board of Directors released the Draft San Diego Forward: The Regional Plan for public review on April 24, 2015. The Draft Regional Plan combines the Regional Transportation Plan: Our Region. Our Future. and its Sustainable Communities Strategy with the Regional Comprehensive Plan into one planning document that provides a vision for the region’s future growth and development. The Draft Regional Plan proposes a strategy for a more sustainable future which includes investing in a transportation network that will provide residents more travel choices, protects the environments, creates healthy communities, and stimulates economic growth. SANDAG is currently soliciting comments on the Draft Regional Plan. The attached April 24th Board item discusses the release of the Draft Regional Plan and we invite your comments and feedback.

Attachment(s): 1. April 24, 2015, Board of Directors Meeting Item No. 8, Draft San Diego Forward: The Regional Plan
2. San Diego Forward: The Regional Plan - Draft Released Flyer

Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org
Laurie Gartrell, (619) 595-5388, laurie.gartrell@sandag.org
Introduction

The Draft San Diego Forward: The Regional Plan (Regional Plan) combines the big-picture vision for how our region will grow over the next 35 years with an implementation program to help make that vision a reality. The Regional Plan, including its Sustainable Communities Strategy (SCS), is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the diverse needs of the San Diego region through 2050.

Discussion

The following sections present a brief overview of the Regional Plan, which is followed by a discussion of the public input process as well as the major milestones leading to the anticipated adoption of the Regional Plan in fall 2015.

A Vision of Healthy and Thriving Communities

The San Diego region’s changing patterns of land use – where we live, work, and play – give us an exciting opportunity to build a smarter transportation system that reflects these changes and serves people’s evolving needs and desires. The Regional Plan is designed to strike a balance among competing interests and champions a sustainable San Diego region for generations to come. Central to the Regional Plan is its vision:

“To provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.”

The path toward achieving these goals includes several objectives: Habitat and Open Space Preservation; Regional Economic Prosperity; Environmental Stewardship; Mobility Choices; Partnerships and Collaboration; and Healthy and Complete Communities.
The Sustainable Communities Strategy

The updated general plans for San Diego’s local jurisdictions call for a region that grows more strategically than in the past, concentrating new housing and jobs in existing urban areas while preserving open space. To accomplish this, the Regional Plan’s SCS demonstrates how the regional development pattern, transportation network, policies, and programs can work together to achieve greenhouse gas (GHG) emission targets for cars and light trucks. The California Air Resources Board has set a target for the San Diego region to lower GHG emissions by 7 percent per capita by 2020, and by 13 percent per capita by 2035, compared with a 2005 baseline. The Regional Plan’s SCS will result in lowered GHG emissions that will exceed the state’s targets, reaching per capita reductions of 18 percent by 2020 and 24 percent by 2035.

The SCS includes the following five building blocks:

1. A **land use** pattern that accommodates the San Diego region’s future employment and housing needs, and protects sensitive habitats and resource areas.

2. A **transportation network** of public transit, Express Lanes and highways, local streets, bikeways, and walkways built and maintained with reasonably expected funding.

3. **Managing demands on our transportation system** (also known as Transportation Demand Management) in ways that reduce or eliminate traffic congestion during peak periods of demand.

4. **Managing our transportation system** (also known as Transportation System Management) through measures that maximize the overall efficiency of the transportation network.

5. **Innovative pricing policies** and other measures designed to reduce the number of miles people travel in their vehicles as well as traffic congestion during peak periods of demand.

Investing in Mobility for a Changing Region

The Regional Plan outlines nearly $204 billion in transportation investments, paid for by local, state, and federal tax dollars. Projects will be phased in as funds become available, but the goal is to complete these projects as early as possible to provide more travel choices. The Regional Plan’s investment strategy focuses heavily on expanding public transit and active transportation (biking and walking), while also reconfiguring existing highways to promote carpooling, public transit, and other alternatives to driving alone.

The Regional Plan’s public transit improvements include: double-tracking of the Amtrak and COASTER corridor and improved stations; SPRINTER double-tracking, which will enable services every 10 minutes; new Trolley lines from San Ysidro to Carmel Valley, Pacific Beach to El Cajon, Downtown San Diego to San Diego State University via Mid-City, and University City to Sorrento Valley; expanded Rapid bus services; streetcars; and local bus enhancements. Additionally, the Regional Plan includes full implementation of the regional bike network, plus safety improvements near public transit projects, highway interchanges, and schools to promote walking and biking.

The Regional Plan also includes more Express Lanes to encourage carpooling and better accommodate expanded public transit services. Features will include dynamic pricing, multiple
access points to regular highway lanes, and direct access ramps for carpools and toll-paying customers. Net revenues generated on those lanes will be used to support public transit operations.

**Using the Latest Technology to Build a 21st Century Transportation System**

To make our transportation system as efficient and user-friendly as possible, the Regional Plan envisions a network of cost-effective, high-tech tools to help transportation managers keep the system running smoothly, and to help travelers make their trips faster, more efficient, and trouble-free. These enhancements are included as Transportation Demand Management and Transportation System Management solutions in the Regional Plan. Technology embedded into the transportation system will grow even more useful when it is linked to smart phones, tablets, and other devices. In addition, future vehicle automation technology will provide additional opportunities to optimize use of San Diego's corridors.

**A Regional Plan that Promotes Sustainability and Health**

All the transportation improvements outlined in the Regional Plan are designed to serve new patterns of land use – a future with increasingly compact communities that demand a mix of easy-to-use and efficient public transit, more opportunities to walk and bike, and more efficient roadways.

Meeting these demands will support healthier communities, while protecting the environment and preserving more open space. Air quality has improved significantly over the past four decades, and the transportation investments detailed in the Regional Plan, coupled with improvements in fuel and vehicle technologies, will continue to help improve air quality throughout the San Diego region while lowering GHG emissions.

**Financing Our Future**

The Regional Plan is based on current and reasonably available financial resources that are applied to the estimated capital, operating, maintenance, and rehabilitation costs of the region's transportation system phased through 2050.

Total revenues estimated to come into the region over the 35-year span of the Regional Plan are estimated at $204 billion. All revenues have been escalated to the year that the money will be spent. The investment plan is funded by a combination of local, state, and federal revenues. Local funds make up 48 percent of the projected revenue, state funds make up 34 percent, and federal funds amount to 18 percent, with revenues phased by decade.

**Economic Analysis**

The Regional Plan’s economic analysis shows that the benefits of the Regional Plan outweigh the costs by a factor of almost two-to-one, meaning that for every dollar invested in the Regional Plan, San Diegans will receive almost two dollars of benefit. Among the tangible economic benefits of implementing the Regional Plan over the next 35 years are an average of roughly 53,000 new jobs per year, an annual increase of $13 billion in gross regional product, and an annual increase of nearly $6 billion in income.
Public Input and the Adoption Process

SANDAG implemented a comprehensive public outreach and involvement program to support the development of the Regional Plan and its SCS. The Regional Plan Public Involvement Program is based on the SANDAG Public Participation Plan, which was adopted by the Board of Directors in 2012. Efforts to involve the public in the development of the Regional Plan have been tracked and recorded to chronicle the large number and wide range of activities organized and held by SANDAG beginning in 2012.

The next step will be to obtain public input on the Draft Regional Plan. To do this, a broad range of media and communication avenues are being utilized to provide information, solicit participation and input, and allow for ongoing feedback and updates. A major goal of this public involvement effort is to reach out to both nontraditional and traditional audiences to include them in the transportation planning process. To support this goal, Community Based Organizations working with SANDAG to engage lower-income and minority communities as well as seniors, disabled, and other stakeholder groups, have been conducting ongoing outreach throughout the development of the Draft Regional Plan and will continue these efforts through the public review period. The closing date for public comments on the Draft Regional Plan and its SCS is proposed for 55-days after distribution of the Draft EIR.

SANDAG will hold various subregional workshops and public hearings in May 2015 to allow for public comment on the Draft Regional Plan and its SCS and the Draft EIR. The schedule and format of the workshops will provide opportunities for questions and answers with technical staff, public comments to be submitted, and information to be shared. The public workshops have been scheduled at times and locations that will provide the best options for public participation.

Upon action by the Board of Directors, the Draft Regional Plan and its SCS will be distributed to local jurisdictions, the Metropolitan Transit System, the North County Transit District, Caltrans, and other interested parties, and will be available on the SANDAG website and on the San Diego Forward: The Regional Plan website. The Draft EIR will be released as soon as it is available in May 2015, and a deadline for public comment on the Draft EIR will be 55-days after distribution. Anticipated major milestones include:

- **April 24, 2015:** Release of the Draft Regional Plan and its SCS
- **May 2015:** Release of the Draft EIR
- **May 12-28, 2015:** Subregional Workshops on the Draft Regional Plan/SCS/EIR
- **June 12, 2015:** Public hearing at the Board of Directors Policy meeting (note that a second public hearing will be scheduled at another location before the close of the public comment period and will be widely publicized)
- **July 2015:** Close of public comment period for the Draft Regional Plan and its SCS and the Draft EIR (date to be determined based on release of Draft EIR)
- July 2015: Transportation Committee, Regional Planning Committee, and Board of Directors review of Draft Regional Plan/SCS/EIR public comments

- September 25, 2015: Board of Directors certifies Final EIR, approves air quality conformity finding, and adopts Final Regional Plan and its SCS

Note: The Draft Regional Plan, SCS and Appendices may be obtained from the SANDAG website at www.sandag.org or from the San Diego Forward: The Regional Plan website at www.sdforward.com. CDs of the entire document will be available upon acceptance of the release by the Board of Directors free of charge by contacting the SANDAG Public Information Office at (619) 699-1950. Copies of the Draft Regional Plan in printed format may be purchased for the cost of reproduction.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org
Provide Your Opinion on the Plan for our Region’s Future

San Diego Forward: The Regional Plan – Draft Released

For almost three years now, you — community members, stakeholders, and local agencies — have helped the San Diego Association of Governments (SANDAG) develop San Diego Forward: The Regional Plan.

Your input helped shape the Draft Plan’s vision, goals, and policy objectives as well as the transportation investments that will serve the region for many years to come.

The Draft Plan proposes a strategy for a more sustainable future which includes investing in transportation projects that will provide people more travel choices, protecting the environment, creating healthy communities, and stimulating the economy.

The SANDAG Board released the Draft Plan on April 24, 2015. Take part in a series of workshops that will be held throughout the region in May.

Come to a workshop or participate online. Learn about the Draft Plan and give us your feedback!

View and comment on the Draft Plan at SDForward.com

Seven Community Workshops

- Presentation followed by panel discussion
- Open house
- Interactive activities
- Offer your comments on the record
- Complimentary cookies and beverages
- Live-streaming of three workshops (*)

* To participate in the live-streaming sessions, visit SDForward.com at the time of the event.

Please RSVP to Rose Farris at rose.farris@sandag.org or (619) 595-5337, or via the SANDAG Region Facebook page. Families welcome.

Worksheets

North County Inland
May 12, 6 to 8:30 p.m.
Escondido City Hall, Mitchell Room
201 North Broadway, Escondido, 92025

East County
May 13, 6 to 8:30 p.m.
La Mesa Community Center, Arbor View Room
4975 Memorial Drive, La Mesa, 91942

Central
May 14, 1 to 3:30 p.m.
Caltrans, District 11, Garcia Room
4050 Taylor Street, San Diego, 92110
Live-streaming on the Internet*

North County Coastal
May 20, 6 to 8:30 p.m.
Oceanside City Hall Community Rooms
300 N. Coast Highway, Oceanside, 92054

South County
May 21, 6 to 8:30 p.m.
Casa Familiar Civic Center
212 W. Park Avenue, San Ysidro, 92173
Live-streaming on the Internet*

Mid-City/Southeast San Diego
May 27, 6 to 8:30 p.m.
Jacobs Center Community Room
404 Euclid Avenue, San Diego, 92114
Live-streaming on the Internet*

University Town Centre
May 28, 6 to 8:30 p.m.
UTC Forum Hall Community Room
4545 La Jolla Village Drive, Suite E-25
San Diego, 92122

Spanish-speaking staff members and translators will be available at all seven workshops. The workshop at Casa Familiar will be conducted in Spanish with English translation available.

All locations are transit accessible. Call 511 or visit 511sd.com/transit for route information.

If you require assistance in order to participate, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. TTY: (619) 699-1904
Durante casi tres años, usted — miembros de la comunidad, partes interesadas y agencias locales — ayudó a la Asociación de Gobiernos de San Diego (SANDAG) a desarrollar San Diego Forward: El Plan Regional

Sus comentarios ayudaron a darle forma a la visión, las metas y los objetivos de las políticas del borrador del Plan, así como a las inversiones en transporte que ayudarán a la región por muchos años venideros.

El borrador del Plan propone una estrategia para un futuro más sustentable, que incluye inversiones en proyectos de transporte que le brindarán a la gente más opciones de viaje y, al mismo tiempo, protegerán el medio ambiente, crearán comunidades saludables y estimularán la economía.

La Mesa Directiva de SANDAG publicó el borrador del Plan el 24 de abril de 2015. Participe de una serie de talleres que se realizarán en mayo en toda la región.

Asista a un taller o participe en línea. Conozca el borrador del Plan y proporcione sus comentarios.

Consulte el borrador del Plan y proporcione su comentarios en SDForward.com

Siete talleres comunitarios
• Presentación seguida por panel de discusión
• Evento abierto
• Actividades interactivas
• Brinde sus comentarios oficialmente
• Bebidas y galletas
• Transmisión en vivo de tres talleres (*)

* Para participar en las sesiones transmitidas en vivo, visite SDForward.com a la hora del evento.

Talleres
Norte del condado – Interior
12 de mayo, de 6 a 8:30 p. m.
Escondido City Hall, Mitchell Room
201 North Broadway, Escondido, 92025

Este del condado
13 de mayo, de 6 a 8:30 p. m.
La Mesa Community Center, Arbor View Room
4975 Memorial Drive, La Mesa, 91942

Central
14 de mayo, de 1 a 3:30 p. m
Caltrans, District 11, Garcia Room
4050 Taylor Street, San Diego, 92110
Transmisión en vivo por internet*

Norte del condado – Costero
14 de mayo, de 1 a 3:30 p. m
Oceanside City Hall Community Rooms
300 N. Coast Highway, Oceanside, 92054

Sur del condado
20 de mayo, de 6 a 8:30 p. m.
Casa Familiar Civic Center
212 W. Park Avenue, San Ysidro, 92173
Transmisión en vivo por internet*

Mid-City
27 de mayo, de 6 a 8:30 p. m.
Jacobs Center Community Room
404 Euclid Avenue, San Diego, 92114
Transmisión en vivo por internet*

University Town Centre
28 de mayo, de 6 a 8:30 p. m.
UTC Forum Hall Community Room
4545 La Jolla Village Drive, Suite E-25
San Diego, 92122

Personal que habla español y traductores estarán disponibles en todos los talleres. El taller en Casa Familiar se llevará a cabo en español con traducción en inglés disponible.

Todos los lugares son accesibles por transporte público. Llame al 511 o visite 511sd.com/transit para obtener información sobre las rutas.

Si necesita ayuda para participar, comuníquese con SANDAG al (619) 699-1900 por lo menos 72 horas antes de la reunión. Telefino: (619) 699-1904
San Diego Association of Governments

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE

May 7, 2015

AGENDA ITEM NO.: 5

Action Requested: RECOMMEND

REGIONAL ARTERIAL MANAGEMENT SYSTEM UPDATE

File Number 3311000

Introduction

The following report provides an update on current regional maintenance and support efforts for the Regional Arterial Management System (RAMS). At the December 2011 meeting, the San Diego Regional Traffic Engineers Council (SANTEC) members recommended a regional pooled-fund model for on-going RAMS operations for the Cities/County Transportation Advisory Council (CTAC) approval. At the April 2012 meeting, CTAC members approved a one-year trial period for RAMS operations based on the regional model recommended by staff and SANTEC members. The annual costs for the first year of RAMS operations were shared among the 14 participating local agencies, Caltrans, and SANDAG, based on the number of traffic signals within each jurisdiction. Operational costs of supporting and maintaining RAMS cover (1) QuicNet4+ software support by McCain, Inc., (2) warranties on the server and network hardware, and (3) telecommunications support.

This staff report will update members on year three of RAMS operations of the current regional model for on-going RAMS support and maintenance for consideration by the CTAC.

Discussion

Staff has worked with CTAC and SANTEC on the development of various components of on-going RAMS operations, consisting primarily of the monitoring of RAMS performance, the regional pooling of agency funds, and on-going interagency coordination via a RAMS Users Group.

Regional Fund Pool

The annual cost for regional RAMS operations in FY 2015 was $236,000 for the 16 participating agencies. Based on the April 2012 CTAC recommendation, staff worked with local agencies on the transfer of funds into the regional pool established for on-going SANDAG operations. Staff provided local agencies with three options for transferring local funds to SANDAG:

1. Reprogram Local TransNet Funds via Regional Transportation Improvement (RTIP) Amendment – Five agencies opted to reprogram existing transportation funds from other projects to cover the RAMS cost share. These agencies provided updated project information as part of the 2012 RTIP update cycle.

2. Direct Payment – Two agencies opted to fund their respective RAMS cost share with other local funds and pay SANDAG directly. Direct payment by local agencies requires entering into an interagency funding agreement with SANDAG.
The agency cost shares and fund transfer options for FY 2014 RAMS Operations are shown on Attachment 1. Regional RAMS operations efforts were included in the approved FY 2015 SANDAG Budget and Overall Work Program (OWP) under ITS Operations (OWP No. 3311000).

**RAMS Operations Overview and Update**

Through March 31, McCain, Inc. has completed three of four site visits and have logged 62 hours of support engineering support as well as 140+ hours for project management. Staff acknowledges that the project has tracked along through FY 2015 without any major outages or support issues.

Staff has determined FY 2016 maintenance agreement provisions will not see a cost increase in the software support agreement, network communications or hardware warranty support.

**Transparity and Hardware Replacement**

FY 2016 will focus on the software deployment and upgrade to McCain, Inc. QuicNet4+ replacement; Transparity. Staff is pleased to announce to the committee that this upgrade has been agreed upon in principal to be a no cost migration and will be covered under the continuation of the maintenance agreement. The management of the budget the last two years has allocated funds for a hardware upgrade to coincide with the deployment of Transparity® which upon committee approval, is estimated to begin in quarter 2 of FY 2015.

Staff has also conducted the high level analysis of the benefits of the continued cost sharing model for the San Diego region. Agencies participating in the shared model receive significant savings and benefits versus a standalone agreement with McCain, Inc. Industry rough order of magnitude for initial deployment of software per intersection reflects costs of greater than $1000.00 per intersection as well as general software licensing of $10,000.00 per agency.

Staff estimates that the implementation of Transparity® will take place over a 9 to 12 month timeline during FY 2016. The schedule would include active working groups throughout the deployment of the new hardware and software. Staff has developed the following FY 2016 timeline estimation:

**Quarter One - Active working groups** - To familiarize users with the new features and aspects of Transparity®, ongoing focus groups and demonstration meetings will be scheduled. This initial set of meetings will transition from recurring to informal as requested by the participating agencies and led by the McCain, Inc. team for further training and education of users.

**Quarter Two - Hardware procurement and application integration** - During the second quarter of FY 2016 the procurement, application installation, and database migrations will commence at each agency location. This will not interfere with ongoing QuicNet4+ production or operations.

**Quarter Three - Active testing of Transparity®** - Quarter three will see the beginnings of the transition of production and operations from QuicNet4+ to Transparity®. Staff foresees both systems running side by side for comparison and continued familiarization of the Transparity® application.

**Quarter Four - Decommissioning of QuicNet4** - The final step for the schedule will be to have final acceptance of the Transparity® and in turn decommission each agency’s QuicNet4+ hardware.
Next Steps

This report provided an overview of year three of RAMS operations and is being presented to CTAC to continue support of the current regional funding model. On April 16, Staff presented the report to SANTEC members for discussion and staff attained support from SANTEC members to have CTAC recommend continuation of the regional fund pool to continue hardware and software maintenance of the RAMS system. Upon CTAC recommendation to continue RAMS operations, staff will reconfirm agency costs and continue the existing regional support agreement with the vendor and begin plans for the deployment of Transparity® and the new hardware.

Attachment: 1. Regional Arterial Management System Operations - Regional Support Model Cost Sharing Breakdown

Key Staff Contacts: Stan Glowacki, (619) 699-1913, stan.glowacki@sandag.org
James Dreisbach-Towle, (619) 699-1914, james.towle@sandag.org
### Regional Arterial Management System Operations
#### Regional Support Model Cost Sharing Breakdown

<table>
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<th>Agency</th>
<th>Signal Count</th>
<th>Signal %</th>
<th>Total Annual Costs</th>
<th>Cost Share %</th>
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Announcement Date: Monday, April 27, 2015

Application Due Date: Friday, July 31, 2015

Call Size: Approximately $150 million of HSIP funds

Number of Applications per Agency: No limit

Maximum HSIP Funds per Agency: $10 million

Maximum HSIP Funds per Application: $10 million

Minimum B/C required for an application to be considered in the selection process: 5.0

On Monday, April 27, 2015, Caltrans Division of Local Assistance announced Cycle 7 Call for Projects for the Highway Safety Improvement Program (HSIP). This Call for Projects is targeted for approximately $150 million of federal HSIP funds based on the estimated programming capacity in the 2015 FSTIP.

For program guidelines, application form and other useful documents, please go to http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm.

Agencies must submit applications to their respective Caltrans District Office, with attention to the District Local Assistance Engineer (DLAE). Applications are due by Friday, July 31, 2015. Applications received or postmarked later than July 31 will not be accepted.

Please also contact your DLAEs if you have any questions regarding this Call for Projects. For DLAE contact information, go to: http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm.

- NOTE: If an agency has one or more active HSIP (including HR3) projects that are flagged for not meeting delivery milestones, Caltrans will not accept HSIP applications from that agency unless the flags have been resolved prior to the application due date. For delivery requirements and project delivery status, please go to http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm.

- In MAP-21, the High Risk Rural Roads (HR3) Program is not a set-aside program, but part of the HSIP. However, due to the special rule pertaining to high risk rural road safety in MAP 21, it may be necessary to have a statewide lower B/C cutoff for HR3 eligible projects.

- For the Cycle 7 Call for Projects, non-infrastructure (NI) elements that support an infrastructure project are eligible to be funded including safety education, traffic enforcement, and emergency medical services. Additional guidance on applying for and implementing NI elements is available at http://www.dot.ca.gov/hq/LocalPrograms/HSIP/NIelements.html.
Announcement for COIN 15-03
“Title VI Compliance by Local Agencies”

04/24/2015

Announcement:
COIN 15-03 “Title VI Compliance by Local Agencies" was posted to the Local Assistance LAPM Publications website at
http://www.dot.ca.gov/hq/LocalPrograms/COIN/index.htm

Background:
The Local Agencies as recipients of Federal financial assistance are required to comply with various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964 and related statutes. The Civil Rights Restoration Act of 1987 amended each of the affected statutes by adding a section defining the word “program” to make clear that discrimination is prohibited throughout an entire agency if any part of the agency receives federal financial assistance. Recent Local Agency Compliance Reviews conducted by Caltrans on their Title VI Programs have highlighted the lack of awareness by the Local Agencies on Title VI Compliance thus leading to the lack of enforcement of the Title VI Program or the total absence of the Title VI Program, which is mandated for the Local Agencies receiving Federal financial assistance.

Clarification:
This COIN brings attention to the fact that Local Agencies receiving Federal financial assistance are required to institute and maintain a Title VI Program in accordance with the Civil Rights Act of 1964 and related statutes as required by 23 CFR Part 200. The COIN summarizes and presents the Local Agency Requirements on Title VI Compliance. Sections 1 through 4 provide specific guidelines for Local Agencies on Title VI compliance. The Local Agencies are encouraged to follow the guidance provided by Caltrans in instituting and maintaining their Title VI Programs.

Impacts:
This COIN pertains to all Local Agencies receiving Federal financial assistance.

Contact:
Please contact Mark Samuelson at (916) 651-8899 or mark.samuelson@dot.ca.gov
Welcome to the COIN!

This is a Caltrans Oversight Information Notice, or “COIN” for short. These short, single-topic bulletins are intended to provide outreach information and guidance to local agencies on issues pertaining to Federal-aid projects. They cover a wide variety of subjects, including discussions of findings resulting from process reviews by Caltrans and/or FHWA, changes in procedures or regulations, reminders of existing procedures or best practices, and other timely information. The goal is to ensure proper and timely delivery of Federal-aid projects.

Topic: THE USE OF NON-TRADITIONAL (ELECTRONIC) ADVERTISING FOR CONTRACT BIDS OR PROPOSALS

I. BACKGROUND

This COIN pertains to advertising for contract bids/proposals for construction contracts as well as formal Architectural and Engineering (A&E) consultant qualifications/proposals.

Referred to as the traditional method of advertising for contract bids or proposals, and as stated in Section 15.4, “Project Advertisement” of the Caltrans Local Assistance Procedures Manual (LAPM), “The advertising period begins with publication of a “Notice to Contractors” in a newspaper receiving wide local circulation.”

The purpose of this COIN is to inform local agencies of the allowable use of non-traditional (electronic) advertising methods, the broad parameters covering such non-traditional methods, and the need to clearly document those advertising methods utilized.

II. POLICY

The solicitation for contract bids/proposals for construction contracts and formal A&E consultant contracts/proposals shall be by public advertisement, or by any other public forum or method that ensures adequate publicity, and that qualified in-State and out-of-State bidders/proposers are given a fair opportunity to be considered for award of the contract.

Advertisement in a newspaper receiving wide local circulation, technical publications of widespread circulation, contractor/professional associations and societies, recognized DBE organizations, web hosting or clearinghouses known for posting government contract solicitations such as BidSync, and/or posting on the local agency’s or other widely used websites are all acceptable methods of solicitation.

III. PROCEDURE

As always, the minimum advertising period shall commence a minimum of three weeks prior to the scheduled receipt of bids/proposals (unless a Public Interest Finding is approved by the District Local Assistance Engineer).

It is critical that for audit purposes, local agencies thoroughly document their methods of advertising, with applicable prints of screen shots or other means which show specific dates and durations of website or other postings as necessary.

IV. APPLICABILITY/IMPACTS

This COIN pertains only to advertising for contract bids/proposals for construction contracts as well as formal A&E consultant qualifications/proposals.