



MEETING NOTICE AND AGENDA

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sandag.org

SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

The San Diego Regional Traffic Engineers Council may take action on any item appearing on this agenda.

Thursday, May 21, 2015

9:30 to 11:30 a.m.

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

Staff Contact: Peter Thompson
(619) 699-4813
peter.thompson@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**
- **INTERSTATE 8 CORRIDOR STUDY ACTIVE TRANSPORTATION ANALYSIS**
- **CITY OF SOLANA BEACH HIGHWAY 101 REVITALIZATION PROJECT**

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

To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

MEMBER AGENCIES

Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS

Imperial County
California Department
of Transportation
Metropolitan
Transit System
North County
Transit District
United States
Department of Defense
San Diego
Unified Port District
San Diego County
Water Authority
Southern California
Tribal Chairmen's Association
Mexico

SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

Thursday, May 21, 2015

ITEM NO.	RECOMMENDATION
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- | | | |
|----|-----------------|--|
| 1. | INTRODUCTIONS | |
| 2. | PUBLIC COMMENTS | |

Members of the public shall have the opportunity to address the San Diego Regional Traffic Engineers Council (SANTEC) 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. SANTEC members also may provide information and announcements under this agenda item.

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| +3. | APPROVAL OF MEETING MINUTES | APPROVE |
|-----|-----------------------------|---------|

The SANTEC is asked to review and approve minutes from its April 16, 2015, meeting.

CHAIR'S REPORT

- | | | |
|----|-----------------------------------|--|
| +4 | <u>ELECTION OF NEW VICE CHAIR</u> | <u>DISCUSSION/
POSSIBLE ACTION</u> |
|----|-----------------------------------|--|

Attached is the most recently-updated SANTEC membership roster. All primary representatives listed on the roster are eligible to run for Vice Chair. Nominations and self-nominations will be solicited. All nominations receiving a second will be voted upon. Each member agency's vote will be recorded in the minutes.

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| +45. | MEMBER COMMUNICATIONS (SANTEC Members) | INFORMATION |
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This item provides an opportunity for SANTEC members to provide brief updates on any Transportation System Management & Operations projects that may be occurring in their jurisdictions.

REPORTS

- | | | |
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| +5+6. | DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN (Laurie Gartrell) | INFORMATION |
|-------|--|-------------|

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 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 environment, 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.

<u>67.</u>	INTERSTATE 8 CORRIDOR STUDY ACTIVE TRANSPORTATION ANALYSIS (Christine Eary and Scott Strelecki)	INFORMATION
	Staff will provide an update on the Interstate 8 Corridor Study and its active transportation analysis component. Staff will present the list of active transportation improvements recommended for the corridor and discuss next steps.	
<u>78.</u>	REGIONAL BIKE NETWORK BRAND (Elizabeth Cox)	INFORMATION
	SANDAG has developed a new brand for the San Diego Regional Bike Network to represent regional bikeway projects as well as programs and services designed to support and encourage more people to ride a bike for transportation. The brand also will present biking as a viable, practical, and reasonable choice for everyday travel, with a goal of influencing a positive attitude about more people riding bikes in the San Diego region. SANDAG Active Transportation and Communications staff will present the new brand and provide examples of its application.	
<u>89.</u>	CITY OF SOLANA BEACH HIGHWAY 101 REVITALIZATION PROJECT (Jim Greenstein)	INFORMATION
	The Highway 101 Revitalization Project (Project) was a streetscape project on the historic and scenic highway through the City of Solana Beach. The Project added parking for businesses, improved bicycle and pedestrian facilities, enhanced and added signalized crosswalks, incorporated landscaping, art, decorative hardscape and benches, reduced traffic speeds, and added storm drains. The Highway 101 corridor links the businesses on the west side of Highway 101 with the Coastal Rail Trail on the east side and the Cedros Design District. Highway 101 is a gateway to the Fletcher Cove Park, the City's main beach access park.	
<u>+9+10.</u>	CALTRANS UPDATES	INFORMATION
	Caltrans will provide an update on various local programs, funding program deadlines, and announcements regarding upcoming conferences	
<u>4011.</u>	CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE MEETING BRIEFING (SANTEC Members)	INFORMATION
	SANTEC members will be provided with an overview of the Cities/County Transportation Advisory Committee (CTAC) discussion items presented during the May 2015 CTAC meeting.	
<u>4112.</u>	MATTERS FROM MEMBERS	INFORMATION
	SANTEC members are encouraged to discuss additional topics of general interest.	

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UPCOMING MEETINGS/AGENDA ITEMS

INFORMATION

- City of National City “Bike Box” Evaluation
- City of San Diego “Street Light” Energy Saving Program
- City of Chula Vista new *Rapid* service updates

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ADJOURNMENT AND NEXT MEETING

INFORMATION

The next SANTEC meeting is scheduled for Thursday, June 18, 2015.

+ next to an agenda item indicates an attachment

San Diego Association of Governments
SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

May 21, 2015

AGENDA ITEM NO.: **3**

Action Requested: APPROVE

APRIL 16, 2015, MEETING MINUTES

File Number 7300500

The meeting of the San Diego Regional Traffic Engineers Council (SANTEC) was called to order by Chair Michael Kenney (County of San Diego) at 9:40 a.m.

1. INTRODUCTIONS
2. PUBLIC COMMENTS

No public comments were made.

3. APPROVAL OF MEETING MINUTES (APPROVE)

Review and approval of the February 2015 meeting minutes.

Action: Upon a motion by Ali Shahzad (City of Escondido) and a second by Jim Greenstein (City of Solana Beach), the meeting minutes of the March 19, 2015, meeting were approved.

Yes: Chair Kenney, Vice Chair Minjie Mei (City of Santee), John Kim (City of Carlsbad), David Kaplan (City of Chula Vista), Jim Newton (City of Coronado), Ryan Zellars (City of Del Mar), Raul Armenti (City of El Cajon), Luke Baker (City of Encinitas), Mr. Shahzad, Kathy Feinlen (City of La Mesa), David DiPierro (City of Oceanside), Jon Collins (City of Poway), Ducan Hughes (City of San Diego), and Mr. Greenstein; No: None; Abstain: Arnold Torma (City of Imperial Beach); Absent: Caltrans, City of Lemon Grove, City of National City, City of San Marcos, City of Vista, and the Metropolitan Transit System.

4. MEMBER COMMUNICATIONS (INFORMATION)

None.

REPORTS

5. COUNTY OF SAN DIEGO: DESIGN IMMUNITY AND DESIGN EXCEPTIONS (INFORMATION)

Chris Welsh (Senior Deputy County Counsel for the County of San Diego) provided a context to the presentation, describing the point in the legal process when questions of design immunity are considered by the court. A definition at law was provided, discussing what is considered by the court when making a ruling. Mr. Welsh provided a summary of the risks associated with claiming design immunity without evidence of engineering judgement available and/or considered sufficient

to demonstrate to the plaintiff that a documented design exception approach had been made available. Mr. Welsh provided SANTEC members with the breadth of arguments often cited “for,” “against,” design immunity claim, and described what internal resources would be needed to see a court “approve” the claim of design immunity.

Mr. Welsh then provided a walk-through of example design immunity cases where findings were both “for” and “against” the plaintiff; followed by a number of critical thinking scenarios to demonstrate how detailed an agency must be when considering the documentation that must be retained related to both the original design and any related exceptions. Mr. Welsh ended with a discussion of his own “lessons learned” in defending these cases.

6. REGIONAL ARTERIAL MANAGEMENT SYSTEM UPDATE (DISCUSSION)

Stan Glowacki (SANDAG) provided SANTEC members with an update on the performance of McCain, Inc. under the existing maintenance contract for the year 2014; the status of the Regional Fund Pool for support; and the upcoming refresh of the regional software and hardware platforms for signal operations under contract.

Staff stated that the Regional Arterial Management System (RAMS) is in its third year of the regional funding model for support, and that upon a recommendation from the Cities/County Transportation Advisory Committee (CTAC) at the May 7th meeting, SANDAG would renew the existing agreement. Staff reported that the McCain, Inc. level of effort to support the existing QuicNet had been rated as satisfactory over the year. Staff also reported that DELL warranties would begin to expire for the City of San Diego, CALTRANS, and the City of Chula Vista in the summer of 2015, with all other server warranties set to expire in December 2015. In anticipation of the expiration of server warranty support, staff had worked with McCain, Inc. to evaluate a migration of existing RAMS software to current server operating systems, and found these to be incompatible. As such, a move to compatible central signal control software was required under the existing support agreement.

Mr. Shahzad stated that SANTEC members did not currently have visibility to the new software being offered, and asked whether information would be made available to the group. Staff stated that SANDAG would work with McCain, Inc. to provide multiple workshops for members within to gain pre-deployment insight into the new platform between July 2015 until the software was fully deployed in December 2015.

Murali Pasumarthi, (County of San Diego) asked whether there were reference agencies that SANTEC members could reach out to. Brian Wagner (McCain, Inc.) responded that there were multiple deployments of the software working across the country, and that references would be provided.

SANDAG staff closed the discussion, stating that cost allocations to each of the member agencies contributing to the Regional Support Model through the Regional Fund Pool, identified as Attachment 1 in the staff report, remained unchanged.

7. CALTRANS UPDATE (INFORMATION)

Caltrans provided updates on seven programs:

- Active Transportation Program Cycle 2 “Call for Projects”
- Upcoming deadlines to submit highway bridge program and formula obligation authority requests for authorization
- Caltrans Oversight Information Notice (COIN) 15-01 “Non-Traditional (Electronic) Advertising for Contract Bids or Proposals
- COIN 15-02 “Protected Bikeways and Design Flexibility”
- Class IV Bikeway Summit and Summit Survey
- Upcoming Trainings

8. CITIES/COUNTIES TRANSPORTATION ADVISORY COMMITTEE MEETING BRIEFING (INFORMATION)

A listing of the items presented to the CTAC in March was provided by Alex Estrella (SANDAG). No follow-up actions for the SANTEC were identified.

9. Matters from Members (INFORMATION)

None.

10. UPCOMING MEETINGS (INFORMATION)

The next meeting of the SSTAC is scheduled for Thursday, May 21, 2015, at 9:30 a.m.

11. ADJOURNMENT

Chair Kenney adjourned the meeting at 11:06 a.m.

**San Diego Regional Traffic Engineers Council
Membership Roster**

AGENCY	SANTEC MEMBER	ALTERNATE (FIRST/SECOND)
Caltrans	Cindee Feaver Jacob Armstrong	Carlana Darrieulat
City of Carlsbad	Doug Bipse	John Kim Jim Murray
City of Chula Vista	Frank Rivera	Muna Cuthbert David Kaplan
City of Coronado	Dave Johnson	Ed Walton Jim Newton
City of Del Mar	Tim Thiele	Ryan Zellers (RBF)
City of El Cajon	Mario Sanchez	Dennis Davies
City of Encinitas	Rob Blough	Luke Baker Nestor Mangohig
City of Escondido	Ali Shahzad	Homi Namdari Abraham Bandegan (assumed office 4/7/2015)
City of Imperial Beach	Hank Levien	Arnold Torma
City of La Mesa	Gregory Humora	Kathy Feilen
City of Lemon Grove	Leon Firsht	Pat Lund
City of National City	Stephen Manganiello	Kenneth Fernandez
City of Oceanside	David DiPierro	Teala Cotter
City of Poway	Steve Crosby	Jon Collins (KHA)
City of San Diego	Duncan Hughes	Gary Pence Ahmed Aburahmah
City of San Marcos	Omar Dayani	Mike Edwards
City of Santee	Minjie Mei	Jeff Morgan
City of Solana Beach	Jim Greenstein	Dan Goldberg
City of Vista	Sam Hasenin	Jaime F. Osorio Sudi Shoja
County of San Diego	Murali Pasumarthi	Mike Kenney (left office 4/17/15)
MTS	Mark Thomsen	Denis Desmond
NCTD	Unfilled	



BOARD OF DIRECTORS

APRIL 24, 2015

AGENDA ITEM NO. 15-04-8

ACTION REQUESTED - ACCEPT

DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN

File Number 3102000

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.

Recommendation

The Board of Directors is asked to: (1) accept the Draft San Diego Forward: The Regional Plan (Regional Plan) for distribution; (2) authorize staff to distribute the Draft Environmental Impact Report (EIR) under development for the Regional Plan as soon as it is available in May 2015; (3) schedule various public hearings and workshops on the Draft Regional Plan, including its Sustainable Communities Strategy (SCS) and Draft EIR; and (4) set the closing date for public comments to 55-days after distribution of the Draft EIR for the Draft Regional Plan and its SCS and the Draft EIR.

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.sdfoward.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



FEDERAL AID PROJECT DEVELOPMENT THE FULL SERIES

- Date/Time: Course I: Getting Your Federal Aid Project Started,
May 18, 2015, 8:00 AM to 5:00 PM
- Course II: Environmental Analysis (NEPA Process),
May 19, 2015 8:00 AM to 5:00 PM
- Course III: Right of Way Acquisition,
May 20, 2015, 8:00 AM to 5:00 PM
- Course IV: Federal Aid Project Development: Design to Construction
May 21,, 2015 8:00 AM to 5:00 PM
- Course V: Contract Administration to Completion,
May 22, 2015 8:00 AM to 5:00 PM

****Class registration starts at 7:30 AM****

- Location: California Department of Transportation Caltrans
- Best Western Plus Hacienda Hotel-Old Town, La Palma Room**, 4041 Harney
St., San Diego, CA 92110
Telephone: (619) 278-3766

Target Audience: Local Agencies and their consultants, as well as, Regional planning staff responsible for programming and delivery of FHWA Federal-Aid and STIP projects.

Topics: Course I provides an overview of FHWA and Caltrans procedural requirements. Course II-V go into more detail for staff involved in Environmental Processing, R/W & Utility acquisition/relocation, project development and construction administration respectively, as described in the Local Assistance Procedures Manual (LAPM) and the California Transportation Commission's State Transportation Improvement Program (STIP) Guidelines.

Objectives: Students will gain an overview of the procedural steps in the delivery of projects; knowledge of what they need to do to satisfy Federal and State requirements (including how to locate, complete, and gain approvals on projects documentation) and information on where to get help with the process. Students will also learn what steps need to be taken so that their local agency will not lose funding for their project.

Enrollment Deadline: If you are interested in enrolling members of your staff for any of the above classes, please contact me via email at Debora.Ledesma-Ribera@dot.ca.gov or call me (619) 278-3766 before April 25, 2015.

Highway Safety Improvement Program (HSIP) Cycle 7 Call for Projects

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