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, February 4, 2016

9:30 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

AGENDA HIGHLIGHTS

• FY 2015-2016 CAP-AND-TRADE: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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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.
Welcome to SANDAG. Members of the public may speak to the Working Group on any item at the time the Working Group is considering the item. Please complete a Speaker's Slip, and then present the slip to the Clerk of the Working Group. Members of the public may address the Working Group on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person unless otherwise directed by the Chair. The Working Group may take action on any item appearing on the agenda.

Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the meeting. Any handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Clerk of the Working Group no later than 12 noon, two working days prior to the meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list at either the SANDAG website or by sending an email request to webmaster@sandag.org.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

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如有需要，我们可以把SANDAG议程材料翻译成其他语言。请在会议前至少72小时打电话(619) 699-1900提出请求。

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Bicycle parking is available in the parking garage of the SANDAG offices.
ITEM NO. | RECOMMENDATION
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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

CTAC is asked to review and approve the minutes from its January 7, 2016, meeting.

CONSENT

+4. | QUARTERLY TransNet FINANCIAL REPORTS FOR THE PERIOD ENDING DECEMBER 31, 2015 (Lisa Kondrat-Dauphin)

Information

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, February 10, 2016.

+5. | REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM: PROPOSED FEE ADJUSTMENT (Ariana zur Nieden)

Information

The TransNet Extension Ordinance requires SANDAG to adjust the Regional Transportation Congestion Improvement Program (RTCIP) fee amount on July 1 of each year. The most recent annual adjustment to the RTCIP was approved by the SANDAG Board of Directors in February 2015. The proposed annual RTCIP fee adjustment that would be presented for Board approval on February 26, 2016, will be presented.

REPORTS

+6. | 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM UPDATE (Michelle Smith)

Discussion/Possible Action

Staff will review the schedule for the 2016 Regional Transportation Improvement Program update, which will cover FY 2017 to FY 2021.
BUILDING UPON THE SUCCESSFUL LAUNCH OF TRANSIT SIGNAL PRIORITY (TSP), SANDAG IS CONDUCTING A PLANNING STUDY TO IDENTIFY THE BEST LOCATIONS THROUGHOUT THE REGION TO IMPLEMENT TSP ON OUR EXISTING LOCAL BUS ROUTES. THIS REQUIRES CONCURRENCE FROM OUR REGION’S TRANSIT OPERATORS AND LOCAL JURISDICTIONS. THE IMPROVING BUS OPERATIONS AND TRAFFIC PROJECT WILL EVALUATE AND PRIORITIZE CORRIDORS THROUGHOUT THE REGION THAT HAVE POTENTIAL FOR TSP AND DEVELOP A COST–BENEFIT ANALYSIS TO DETERMINE THE BEST LOCATIONS TO IMPLEMENT TSP FROM A COST AND OPERATIONAL STANDPOINT.

Based on direction from the Board of Directors, SANDAG staff is conducting public education regarding projects included in San Diego Forward: The Regional Plan (Regional Plan), as well as projects that have been delivered through the TransNet transactions and use tax measures. Staff will present highlights of the Regional Plan, describe initial ideas of what could be included in a funding measure, and the opportunities for providing input to the discussion. It is anticipated that a draft expenditure plan for a potential November 2016 ballot measure will go to the SANDAG Board on March 25, 2016.

With funding from the Strategic Growth Council, SANDAG recently completed visual simulations for Smart Growth Opportunity Areas on the Smart Growth Concept Map in three locations: (1) the Grantville Trolley Station in the City of San Diego; (2) the Carlsbad Village COASTER Station in Downtown Carlsbad; and (3) the South Santa Fe corridor in the City of Vista. The simulations will be shown at the meeting, and are available on the website at sandag.org/smartgrowth.

Last year, the SANDAG Board of Directors approved the Regional Transit Oriented Development (TOD) Strategy. A key action was the development of a TOD Readiness Tool. Preliminary work has been completed on the initial phase of the tool. Staff will provide an overview of the work completed to date. The TOD Strategy is available at: sandag.org/index.asp?classid=12&projectid=500&fuseaction=projects.detail
10. FY 2015-2016 CAP-AND-TRADE: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (Carolina Ilic)

The Strategic Growth Council has released the Notice of Funding Availability and the application for the second round of grant funding available through the Affordable Housing and Sustainable Communities program, funded through California cap-and-trade dollars. Staff will provide information on this statewide grant program and describe the role of SANDAG. SANDAG has created a dedicated web page at sandag.org/AHSC to support successful applications from the San Diego region.

11. CALIFORNIA DEPARTMENT OF TRANSPORTATION UPDATES/ANNOUNCEMENTS

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

12. ADJOURNMENT AND NEXT MEETING

The next CTAC meeting is scheduled for Thursday, March 3, 2016.

+ next to an agenda item indicates an attachment
JANUARY 7, 2016, MEETING MINUTES

The meeting of the Cities/County Transportation Advisory Committee was called to order by Chair Frank Rivera at 9:35 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. There were no public comments.

3. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Mohammad Sammak (City of Solana Beach) and a second by Terry Rayback (County of San Diego), the CTAC approved the December 3, 2015 meeting notes.

Yes: Chair Frank Rivera (City of Chula Vista), Mario Sanchez (City of El Cajon), Julie Procopio (City of Escondido), David DiPierro (City of Oceanside), Jon Collins (City of Poway), Terry Rayback (County of San Diego), Minjie Mei (City of Santee), Mohammad Sammak (City of Solana Beach), No: None; Abstain: Marshall Plantz (City of Carlsbad), Ed Walton (City of Coronado), Linda Marabian (City of San Diego); Absent: City of Delmar, City of Encinitas, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of San Marcos, City of Vista, Metropolitan Transit System, North County Transit District.

REPORTS

Upon CTAC recommendation and approval, scheduled agenda Item 4 (California Department of Transportation Updates and Announcements) was trailed and discussed after scheduled agenda Items 5 (Regional Complete Streets Policy Implementation) and Item 6 (U.S. Department of Transportation Smart City Challenge).
4. REGIONAL COMPLETE STREETS POLICY IMPLEMENTATION (INFORMATION)

Stephan Vance and Carolina Illic (SANDAG staff) provided an overview of the Regional Complete Streets Project Development Checklist. Staff indicated that the development of the regional checklist is one of several activities being carried out to implement the Regional Complete Streets Policy adopted on December 2014 by the SANDAG Board of Directors. Specifically, the checklist is intended for use by SANDAG staff across all departments for supporting the implementation of complete streets elements within regional transportation projects. Staff summarized and indicated that the checklist is structured into three sections: Existing Conditions, Planning Context, and Proposed Project. The introduction of the checklist to CTAC focused on the development of a similar checklist or adaptation of the regional checklist that local agencies would use to support and promote the implementation of complete streets projects within local agency project development and implementation process.

CTAC members expressed overall support for the intent of the checklist but expressed some concerns regarding the level of effort and staff resources that may be required to complete the checklist and perhaps reflect duplicative work efforts carried by local agencies with similar efforts that may be carried out as part of existing local agency project development process. CTAC members express support of perhaps reducing the number of required checklist categories. SANDAG staff clarified that the proposed regional checklist would only be required for internal SANDAG related projects, and consideration for a checklist for local agencies is being proposed to be shared as a best practice effort and provided as part of the overall regional checklist to facilitate and promote the implementation of complete street improvements in the region and to be used as a voluntary local checklist tool. Based on comments provided by CTAC members, SANDAG staff agreed to develop and present a sample checklist that can be applied on a voluntary manner by local agencies. Staff agreed to present a draft checklist during the February CTAC meeting.

5. U.S. DEPARTMENT OF TRANSPORTATION SMART CITY CHALLENGE (INFORMATION)

Robyn Wapner (SANDAG) announced and provided an overview the United States Department of Transportation (USDOT) funding opportunity under the Smart City Challenge. Staff highlighted key elements of the funding initiative including the overall intent of the program which places focus on possible candidate projects that promote the use and integration of innovative technological ideas for improving surface transportation performance while also considering integration opportunities with other smart city concepts including integration with public safety, public services, and energy.

Staff indicated that the program will include an award of up to $100,000 for up to five agencies as an initial stage and an award of up to $40 million for one mid-sized city as part of the second stage. SANDAG staff encouraged local agencies to review the Smart City Challenge Notice of Funding Opportunity provided via the web link below. Staff also expressed that SANDAG staff is available for any assistance in the review and development of possible proposal submittals.

For further questions members were encouraged to contact Robyn Wapner at robyn.wapner@sandag.org or Victoria Stackwick at victoria.stackwick@sandag.org.
6. CALIFORNIA DEPARTMENT OF TRANSPORTATION UPDATES AND ANNOUNCEMENTS (INFORMATION)

Highway Safety Improvement Program (HSIP) Update: The HSIP Cycle 7 list of projects was released on November 12, 2015, and is now available online. Twelve applications in the County were successful, receiving a total of $6,801,290. The awards included the County of San Diego (1), City of Chula Vista (3), City El Cajon (1), City of La Mesa (1), City of National City (3), City of Oceanside (1), and City of Santee (2). The project listing is available at:

http://dot.ca.gov/hq/LocalPrograms/HSIP/prev_cycle_results.htm

Inactive Projects: The Cities of Escondido, Oceanside, San Diego, Santee, and Vista have projects that are flagged for inactivity in submitting a project invoice. Please submit an invoice to the District by February 20, 2016. A complete list of inactive projects can be found at the link provided below.

http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm

Training: Federal Highway Administration (FHWA) is conducting a web-based course that focuses on providing guidance on developing a Plan of Action (POA) for scour critical bridges. The course is been provided in coordination with National Highway Institute (NHI). The course is intended to help local agencies understand the purpose of a POA, identify strategies for developing and implementing a POA, as well as describing the sections of the POA Standard Template. The web link for the course is provided below.

https://www.nhi.fhwa.dot.gov/training/course_search.aspx?tab=0&key=POA&sf=0&course_no=135085

FHWA, in coordination with Right-of-Way, Caltrans District 8 will be providing a free training on Appraisal and Acquisition under the Uniform Act on February 23-25, 2016, in San Bernardino. Contact D11 Local Assistance Training coordinator to register and for further information:

Debora Ledesma-Ribera
debora.ledesma-ribera@dot.ca.gov
(619) 278-3766

7. UPCOMING MEETINGS (INFORMATION)

The next meeting of the Cities/County Transportation Advisory Committee is scheduled for Thursday, February 4, 2016.

8. ADJOURNMENT

Chair Rivera adjourned the meeting at 10:45 a.m.
<table>
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<th>Name</th>
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<td>North County Transit District</td>
<td>Johnny Dunning, Jr.</td>
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ADVISORY MEMBERS LISTED BELOW (ATTENDANCE NOT COUNTED FOR QUORUM PURPOSES)

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<td>City of San Diego</td>
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OTHER ATTENDEES

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<td>Alex Estrella</td>
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<td>Stephen Vance</td>
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<td>Robyn Wagner</td>
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## Local Agency Street & Road Balances
### As of December 31, 2015
#### (in thousands)

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<th>Cash Balances Held</th>
<th>Actual % spent (Cumulative)</th>
<th>Remaining Programming FY16</th>
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<th>Anticipated % to be spent at 6/30/16 (Cumulative)</th>
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<td>$9,903</td>
<td>$501</td>
<td>$9,546</td>
<td>$1,622</td>
<td>1,725</td>
<td>398</td>
<td>110.2%</td>
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<td>City of Oceanside</td>
<td>$37,477</td>
<td>$2,269</td>
<td>$19,284</td>
<td>$18,193</td>
<td>8,096</td>
<td>12,366</td>
<td>76.4%</td>
</tr>
<tr>
<td>City of Poway</td>
<td>$10,808</td>
<td>$745</td>
<td>$10,103</td>
<td>$706</td>
<td>643</td>
<td>808</td>
<td>96.8%</td>
</tr>
<tr>
<td>City of San Diego</td>
<td>$226,060</td>
<td>$15,840</td>
<td>$170,791</td>
<td>$55,269</td>
<td>40,885</td>
<td>30,224</td>
<td>93.0%</td>
</tr>
<tr>
<td>City of San Marcos</td>
<td>$15,994</td>
<td>$241</td>
<td>$22,752</td>
<td>$5,687</td>
<td>1,198</td>
<td>4,730</td>
<td>140.7%</td>
</tr>
<tr>
<td>City of Santee</td>
<td>$10,224</td>
<td>$238</td>
<td>$14,444</td>
<td>$899</td>
<td>1057</td>
<td>(129)</td>
<td>148.7%</td>
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<tr>
<td>City of Solana Beach</td>
<td>$3,274</td>
<td>$54</td>
<td>$7,118</td>
<td>$504</td>
<td>275</td>
<td>283</td>
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<tr>
<td>City of Vista</td>
<td>$17,888</td>
<td>$1,127</td>
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<td>$4,051</td>
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<tr>
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<td>$107,748</td>
<td>$6,747</td>
<td>$91,516</td>
<td>$28,538</td>
<td>25,252</td>
<td>9,760</td>
<td>103.2%</td>
</tr>
</tbody>
</table>

1. Amounts are unaudited
2. For participants in the SDCRTC Debt Program (bonds or commercial paper) amounts may include interest earned on the unspent proceeds (cash and investment balances) and bond proceeds.
3. Remaining biennial programmed amounts available for drawing during FY 2015 and FY 2016, less negative balances at local agencies. Revenues for FY 2016 were increased in February 2015 which increased programming capacity.
4. Disbursements include formula-based regular monthly payments to local agencies as requested and may include program costs, debt service payments and payments using debt proceeds.
5. Monitoring threshold. Bold amounts show estimated percentage spent in excess of available funds that may be due to debt proceeds disbursed and/or programming based on two years of allocations.
6. Results of this column (J) represent the balance remaining if estimated available funds for the fiscal year were spent according to how they have been programmed.

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**LSI Allocations**

- **Cumulative (Actuals)**
- **Estimated Allocation**
- **At Sandag**
- **At Local Agencies**
- **Cash Balances Total**
- **Actual % spent (Cumulative)**
- **Remaining Programming FY16**
- **Cumulative Estimated Balance available**
- **Anticipated % to be spent at 6/30/16 (Cumulative)**

**Cash Balances Held**

- **FY16**
- **Disbursements**
- **At Local Agencies**
- **Cash Balances Held**
- **Actual % spent (Cumulative)**
- **Remaining Programming FY16**
- **Cumulative Estimated Balance available**
- **Anticipated % to be spent at 6/30/16 (Cumulative)**

---

**County of San Diego**

- **FY16**
- **Disbursements**
- **At Local Agencies**
- **Cash Balances Held**
- **Actual % spent (Cumulative)**
- **Remaining Programming FY16**
- **Cumulative Estimated Balance available**
- **Anticipated % to be spent at 6/30/16 (Cumulative)**

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**Agenda Item No. 4**

**CTAC**

**February 4, 2016**
REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT
PROGRAM: PROPOSED FEE ADJUSTMENT

Introduction

The Regional Transportation Congestion Improvement Program (RTCIP) Fee Adjustment, an element of the TransNet Extension Ordinance, requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in their jurisdiction. The RTCIP has been implemented in the San Diego region since July 1, 2008.

The TransNet Extension Ordinance requires SANDAG to annually adjust the minimum RTCIP fee amount on July 1 of each year, based on an analysis of construction cost indices, but never less than 2 percent. The purpose of this annual adjustment is to ensure the RTCIP retains its purchasing power to improve the regional arterial system. Staff has evaluated construction cost trends and relevant indices, and based on this analysis, a 2 percent fee adjustment is recommended; this would raise the minimum RTCIP exaction from $2,310 to $2,357 beginning July 1, 2016. This item is scheduled for action by the SANDAG Board of Directors on February 26, 2016 (Attachment 1).

Next Steps

The annual RTCIP fee adjustment report is scheduled for presentation to the SANDAG Board on February 26, 2016. Staff will provide an update on the Board’s final action at the March 3, 2016, CTAC meeting.

In accordance with TransNet Extension Ordinance provisions, each jurisdiction’s RTCIP Funding Program must be submitted for review by the Independent Taxpayer Oversight Committee (ITOC) by April 1 of each year in order to remain eligible for TransNet local streets and road funding. The annual submittal of RTCIP funding programs by local jurisdictions is scheduled for review at the April 13, 2016, ITOC meeting.

Attachment: 1. Draft February 26, 2016, Board of Directors Report, Regional Transportation Congestion Improvement Program: Proposed Fee Adjustment

Key Staff Contacts: Ray Major, (619) 595-5668, ray.major@sandag.org
Ariana zur Nieden, (619) 699-6961, ariana.zurnieden@sandag.org
Introduction

The TransNet Extension Ordinance requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in that jurisdiction (units constructed for extremely low, very-low, low, and moderate income households may be exempted) for contribution to the Regional Transportation Congestion Improvement Program (RTCIP). RTCIP revenue is required to be used to construct improvements on the Regional Arterial System, such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for express bus and rail transit. The TransNet Extension Ordinance further requires SANDAG to adjust the RTCIP fee amount each year. The purpose of this annual adjustment is to ensure the RTCIP retains its purchasing power to improve the Regional Arterial System.

The most recent annual adjustment raised the minimum RTCIP exaction by 2.5 percent, from $2,254 to $2,310 beginning July 1, 2015. Staff evaluated construction cost trends and relevant indices, and based on the analysis discussed below, a 2 percent fee adjustment is recommended to the Board of Directors for approval at its February 26, 2016, meeting. This would raise the minimum RTCIP exaction from $2,310 to $2,357 beginning July 1, 2016.

Discussion

Recommendation

The Board of Directors is asked to approve a 2 percent adjustment to the Regional Transportation Congestion Improvement Program, raising the minimum fee from $2,310 to $2,357, beginning July 1, 2016.

Background

The purpose of the RTCIP is to help ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements, as defined in the most recent Regional Transportation Plan adopted by SANDAG. The RTCIP funding programs fall under the responsibility of the 19 local jurisdictions, which have established these programs under the state’s Mitigation Fee Act. The jurisdictions must maintain their RTCIP funding programs and comply with specific administrative requirements in order to remain eligible for TransNet local streets and road funding.
Section 9 of the TransNet Extension Ordinance requires the RTCIP exaction to be adjusted annually in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index (CCI) published by the Engineering News Record (ENR), or a similar CCI. However, the Ordinance also states that in no event shall the adjustment be less than 2 percent per year.

### Analysis of Construction Cost Indices

The TransNet Extension Ordinance allows for flexibility in choosing an appropriate CCI, one that most closely reflects price trends experienced by the TransNet construction program over the past year. SANDAG staff evaluated changes recorded in the ENR CCI and the Caltrans statewide CCI. Each index collects a different set of cost factors to determine construction cost trends.

The ENR CCI represents an average from 20 cities across the nation and is based on monthly price changes in four areas: lumber, cement, structural steel, and labor. From November 2014 to November 2015 the national ENR CCI rose a modest 1.8 percent. Although San Diego is not tracked in the national index, Los Angeles is one of the 20 cities that are tracked. Los Angeles, because of its proximity, may reflect construction cost trends more similar to those in San Diego. Comparing the Los Angeles and National CCI, shows that during the period that covers July 2014 to July 2015 (latest available data for LA). The LA CCI increased by 2.3 percent (while the National CCI rose by 2.1 percent. Extrapolating the weakening rate of growth seen at the national level for the latter half of 2015 to the LA CCI brings the index in line with a 2.0 percent growth rate for the year.

Both the CCI for the nation and for Los Angeles show moderate cost increases year-over-year, similar to trends TransNet has experienced in its construction bids during the past year. In addition, both indices indicate some softening of cost pressures (rates of increase are slowing). These moderate increases in the CCI reflect broader trends in the economy, which has experienced soft to declining commodity prices such as gas, diesel fuel, copper, and cement, as well as very moderate wage increases.

Based on staff’s evaluation, the moderate increases exhibited by both the National ENR and Los Angeles CCI reflect the slow turnaround in the broader construction industry. The general consensus is for construction cost increases to continue to moderate during 2016. In light of this evaluation of construction cost trends during 2015, staff is recommending that the ENR CCI for Los Angeles through July 2015, adjusted by the national CCI factor through the remainder of 2015 be used to set the increase for the RTCIP fee. As indicated above, the extrapolated ENR CCI for Los Angeles increased by 2.0 percent between December 2014 and December 2015. A 2.0 percent increase would raise the RTCIP fee to $2,356 starting July 1, 2016.
**Next Steps**

In accordance with *TransNet* Extension Ordinance provisions, each jurisdiction’s RTCIP Funding Program must be submitted for review by the Independent Taxpayer Oversight Committee (ITOC) by April 1 of each year in order to remain eligible for *TransNet* local streets and road funding. The annual submittal of RTCIP funding programs by local jurisdictions is scheduled for review at the April 13, 2016, ITOC meeting.

GARY L. GALLEGOS  
Executive Director

Key Staff Contacts: Ray Major, (619) 595-5668, ray.major@sandag.org  
Ariana zur Nieden, (619) 699-6961, ariana.zurnieden@sandag.org
January 8, 2016

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

FROM: Michelle Smith, Associate Financial Analyst  

SUBJECT: 2016 Regional Transportation Improvement Program  

This memo outlines the process and schedule for the next update to the Regional Transportation Improvement Program (RTIP), a multi-year program of proposed major transportation projects, including the TransNet Program of Projects (POP), that covers the five-year period from FY 2016/17 through FY 2020/21. The 2016 RTIP is scheduled for SANDAG Board adoption on September 23, 2016.  

SANDAG, acting as the San Diego County Regional Transportation Commission, approves the TransNet POP as an element of the RTIP. In developing and approving the list of TransNet POP to be included in the RTIP, each agency and SANDAG must comply with all provisions of the TransNet Ordinance and Expenditure Plan, in addition to any other implementing ordinances, policies, and rules as appropriate.  

Due to the anticipated September adoption of the 2016 RTIP, for TransNet purposes, the 2014 RTIP will continue to be in effect until September 2016. For federal- and state-funded projects, the 2014 RTIP will be in effect until the federal adoption of the 2016 RTIP, anticipated for mid-December.  

Pursuant to federal and state laws and the TransNet Ordinance, agencies are required to submit projects that cover the next five fiscal years. The SANDAG Board of Directors, at its July 22, 2016, meeting, is scheduled to release the draft 2016 RTIP, including its air quality conformity determination for a 30-day public comment period and set the September 2, 2016, Transportation Committee meeting to hold a public hearing. Upon close of public hearing, and pending any changes, the Transportation Committee is scheduled to recommend that the SANDAG Board of Directors adopt the final 2016 RTIP at its September 23, 2016, meeting. In order to meet this timeline, the agencies must submit projects in ProjectTrak no later than March 18, 2016.
San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan (Regional Plan) is the long-range transportation vision for the region. The RTIP implements the projects identified in the initial years of the Regional Plan. The RTIP is required to be consistent with the projects in the Regional Plan, including scope, cost, and schedule. The current Regional Plan was approved by the SANDAG Board of Directors on October 9, 2015. Capacity Increasing (CI) capital projects, beyond the initial study phase, cannot be included in the RTIP unless they also are included in the Regional Plan. The Regional Plan website can be accessed via the following link: sdforward.com/regionalplan.

Background

Federal Metropolitan Planning and Air Quality Conformity Regulations identify the required content of the RTIP and prescribe the process for air quality conformity analysis. The RTIP must include all major projects requesting certain categories of federal/state transportation funding or federal project approval. All regionally significant and/or CI transportation projects, regardless of funding sources, are required to be included in the RTIP and incorporated into the regional air quality quantitative emissions analysis. All projects included in the 2016 RTIP must be consistent with the Regional Plan for the San Diego region.

The projects in the RTIP must be based on committed or reasonable expectation of funds availability for all projects constrained by year, based on available revenues. A major component of the RTIP includes the state and federal transportation projects adopted by the California Transportation Commission (CTC) for the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP). The CTC is scheduled to adopt the 2016 STIP in March 2016.

The 2016 RTIP details the major projects anticipated to be initiated and/or implemented during the period FY 2016/17 to FY 2020/21. Projects using the following categories of federal, state, and local funding must be included in the RTIP.

Federal Transportation Funds

1) Regional Surface Transportation Program

2) Congestion Mitigation and Air Quality Program

3) Transportation Alternative Program (TAP)\(^1\)

4) Highway Bridge Program/High Risk Rural Roads

5) Highway Safety Improvement Program

6) Federal Lands Highways/Indian Reservation Roads

7) Federal Demonstration/High Priority Projects – Carryover Only

8) Federal Transit/Rail Administration programs

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\(^1\) TAP funds include Active Transportation, Recreational Trails, Safe Routes to School, and other federal discretionary programs.
9) Federal Transit/Highway Discretionary projects
10) Public Lands Highway
11) Any other federal transportation programs

**State Transportation Funds**

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

**Local Transportation Funds**

1) TransNet - Sales Tax Measure (all fund types)
2) Local Funds (developer fees, gas tax, toll funds, etc.) at agencies’ discretion

For federal programs and certain state programs, there are specific local match requirements. The local match must be programmed in the year and phase in which the funds are anticipated to be obligated. If utilizing Toll Credits as the match, they must be programmed in the RTIP; however, they will not be included as part of the total cost of the project.

**TransNet – Local Street Improvements**

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

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

**Public Hearing:** Board Policy No. 031, TransNet Ordinance and Expenditure Plan Rules, requires each local agency to hold a public hearing prior to adoption of the 2016 RTIP for TransNet-funded projects. The submittals must include evidence of formal action by the legislative bodies of the cities and the County - i.e., governing body resolution. Attachment A is a sample resolution which SANDAG encourages agencies to use for this purpose. Agencies can add to, but not delete or replace, any section of the resolution. Board Policy No. 031 can be accessed through the following link: SANDAG Board Policy No. 031.
**Requirement under TransNet Ordinance:** The TransNet Ordinance includes several requirements, including the bicycle and pedestrian accommodation, congestion relief and maintenance distribution, maintenance of effort formula, and the Regional Transportation Congestion Improvement Program. Sections relevant to programming are shown in Attachment B. The TransNet Ordinance can be accessed through the following link: TransNet Extension Ordinance.

**Independent Taxpayer Oversight Committee:** The TransNet Ordinance includes the responsibilities of the Independent Taxpayer Oversight Committee. One of its main responsibilities is to review and recommend to the Transportation Committee or the Board of Directors the TransNet POP proposed by local agencies (see Section 11 of the TransNet Ordinance).

**Debt Financing:** For those agencies with project cash flow needs that exceed the estimated TransNet revenues available, debt financing options are available for either the short-term (Commercial Paper Program) or the long-term (long-term bond). TransNet Policy prescribes the requirements for debt financing. Council/Board of Directors resolution and an executed Memorandum of Agreement are required before any debt can be issued. Projects funded through this mechanism are required to be programmed in the RTIP. To participate, interested agencies should contact Lisa Kondrat-Dauphin at lisa.kondrat-dauphin@sandag.org.

The TransNet Ordinance and the TransNet Policy documents also are available on the RTIP website. Agencies are encouraged to review the pertinent sections of the TransNet ordinance and within the TransNet policy for further information. The 2016 RTIP website can be accessed via the following link: sandag.org/2016RTIP.

**Bicycle Projects**

In September 2013, the SANDAG Board of Directors adopted the Regional Bike Plan Early Action Program (EAP), which prioritized regional bike projects to be funded with, among other programs, the TransNet Bicycle, Pedestrian, and Neighborhood Safety Program and the Transportation Development Act (TDA) Bike Program. Additionally, the Board of Directors approved to set-aside $1 million per year to support local, non-motorized projects. Projects funded under the call for projects process with local agencies as the lead agency are generally listed as a group project listing in the RTIP as Various Agencies. EAP projects are listed under SANDAG as the lead agency, which can be either a grouped project listing or individually listed. If a bike project is funded with federal or state funds in addition to the local TransNet or TDA bike funds, those projects can be listed individually by the sponsoring agency.

**Congestion Management Process**

Pursuant to 23 Code of Federal Regulations 450.320, each Metropolitan Planning Organization area designated as a Transportation Management Area that is non-attainment for ozone or carbon monoxide, may not program federal funds for any project that will result in a significant increase in carrying capacity for single-occupant vehicles unless the project results from a congestion management process. Any CI project seeking federal funds must have conducted a congestion management analysis before it can be programmed in the RTIP. Agencies must demonstrate that their projects are in compliance of this regulation as part of the submittal process in ProjectTrak. More information on this process will be discussed during the 2016 RTIP Update Workshop, and also is available at the following link: sandag.org/cmp.
Federal Air Quality Conformity Requirements

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase the transportation system capacity. This includes major local and developer-funded projects, and any other state or federally funded projects that might not otherwise appear in the RTIP, as well as new projects or major changes in project scope for existing programmed projects. Agencies are asked to review all of their CI projects in the current 2014 RTIP and provide updated information as necessary. This level of information is necessary to provide accurate regional transportation/emissions forecast modeling. In addition to the written information, agencies are required to provide diagrams (before and after) for each CI project. Projections of pollutant emissions are developed for several analysis years based on the estimated project opening dates. Attachment C provides guidance on the type of information required for each CI project and samples of maps/diagrams.

The United States Environmental Protection Agency’s Air Quality Conformity Rule includes a list of project categories that are exempt from air quality conformity determinations or regional emissions analysis. Table 1 provides a list of projects exempt from air quality conformity determination and Table 2 lists the types of projects exempt from regional emissions analysis. These projects can be included and subsequently amended into the RTIP without a conformity finding or a new regional emissions analysis.

2016 RTIP Review, Adoption, and Update Schedule

The 2016 RTIP is due to the state by September 30, 2016. Attachment E provides the RTIP schedule. Important dates to remember include the following:

- March 18, 2016 – Projects (including CI maps/Congestion Management Process information) due in ProjectTrak; projects submitted after this date will not be accepted
- June 24, 2016 – Signed resolutions for TransNet-funded projects uploaded in ProjectTrak
- July 22, 2016 – SANDAG Board is scheduled to release the draft 2016 RTIP and conformity determination for public comment
- September 2, 2016 – Transportation Committee is scheduled to hold Public Hearing
- September 23, 2016 – SANDAG Board of Directors is scheduled to adopt the 2016 RTIP
- December 16, 2016 – Anticipated federal approval of the Final 2016 RTIP
Supplemental Information

This memo and all attachments are available on the 2016 RTIP website: sandag.org/2016RTIP.

SANDAG is scheduled to hold a workshop for the 2016 RTIP Update on Thursday, January 28, 2016, from 9 a.m. to 12 p.m. The workshop will be held at the SANDAG offices located at 401 B Street, San Diego, California 92101, on the 7th floor, in the Board Conference Room. This workshop is to provide additional details to member agencies and to provide an overview of the process and requirements for project submittals and related programming issues. Additional information for 2016 RTIP Update workshop will be distributed separately and will be posted on the 2016 RTIP website as soon as it is available.

Should you have any questions specific to TransNet Ordinance or Policy, please contact Ariana zur Nieden at (619) 699-6961 or ariana.zurnieden@sandag.org, and for all other questions or clarifications, contact me at (619) 595-5608 or michelle.smith@sandag.org.
# List of Attachments

<table>
<thead>
<tr>
<th>Table 1</th>
<th>Projects Exempt from Air Quality Conformity Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table 2</td>
<td>Projects Exempt from Regional Emissions Analysis</td>
</tr>
<tr>
<td>Attachment A</td>
<td>TransNet Resolution Template</td>
</tr>
<tr>
<td>Attachment B</td>
<td>Relevant Sections of TransNet Ordinance</td>
</tr>
<tr>
<td>Attachment C</td>
<td>Project Description Guidelines for Capacity Increasing Projects/Sample Diagram</td>
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<tr>
<td>Attachment D</td>
<td>Regional Plan Appendix U.7 SANDAG Federal Congestion Management Process</td>
</tr>
<tr>
<td>Attachment E</td>
<td>Schedule for the 2016 RTIP</td>
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</table>
### Table 1

**Projects Exempt From Air Quality Conformity Determination***

<table>
<thead>
<tr>
<th>Safety Projects</th>
<th>Mass Transit Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railroad/highway crossing.</td>
<td>Purchase of support vehicles.</td>
</tr>
<tr>
<td>Safer non-Federal-aid system roads.</td>
<td>Purchase of office, shop, and operating equipment for existing facilities.</td>
</tr>
<tr>
<td>Increasing sight distance.</td>
<td>Construction or renovation of power, signal, and communications systems.</td>
</tr>
<tr>
<td>Traffic control devices and operating assistance other than signalization projects</td>
<td>Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).</td>
</tr>
<tr>
<td>Guardrails, median barriers, crash cushions.</td>
<td>Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet¹.</td>
</tr>
<tr>
<td>Pavement marking.</td>
<td></td>
</tr>
<tr>
<td>Fencing.</td>
<td></td>
</tr>
<tr>
<td>Safety roadside rest areas.</td>
<td></td>
</tr>
<tr>
<td>Truck climbing lanes outside the urbanized area.</td>
<td></td>
</tr>
<tr>
<td>Widening narrow pavements or reconstructing bridges (no additional travel lanes).</td>
<td></td>
</tr>
</tbody>
</table>

¹ Project needs to be identified as eligible through section 170 of the federal-aid highway program.
**Air Quality Projects**

- Continuation of ride-sharing and van-pooling promotion activities at current levels.
- Bicycle and pedestrian facilities.

**Other Projects**

Specific activities which do not involve or lead directly to construction, such as:

- Planning and technical studies.
- Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- Noise attenuation.
- Plantings, landscaping, etc.
- Directional and informational signs.
- Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

- Grants for training and research programs.
- Federal-aid systems revisions.
- Emergency or hardship advance land acquisitions (23 CFR 710.503).
- Acquisition of scenic easements.
- Sign removal.
- Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).

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*Source: Part II Environmental Protection Agency 40 CFR Part 93 Transportation Conformity Rule, as amended, April 2012*

1. In PM10 and PM2.5 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.
Table 2

Projects Exempt From Regional Emissions Analysis*

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

*Source: Part II Environmental Protection Agency 40 CFR Part 93 Transportation Conformity Rule, as amended, April 2012
RESOLUTION OF THE CITY/COUNTY OF [   ]
ADOPTING THE TRANSNET
LOCAL STREET IMPROVEMENT PROGRAM OF PROJECTS
FOR FISCAL YEARS 2017 THROUGH 2021

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

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

WHEREAS, the City/County of [   ] was provided with an estimate of annual TransNet local street improvement revenues for fiscal years 2017 through 2021; and

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

NOW THEREFORE,

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

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

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

BE IT FURTHER RESOLVED that pursuant to Section 9A of the TransNet Extension Ordinance, the City/County of [   ] certifies that it will exact $2,310, plus all applicable annual increases, from the private sector for each newly constructed residential housing unit in that jurisdiction, and shall contribute such exactions to the Regional Transportation Congestion Improvement Program.

BE IT FURTHER RESOLVED that pursuant to Section 13 of the TransNet Extension Ordinance, the City/County of [   ] certifies that it has established a separate Transportation Improvement Account for TransNet revenues with interest earned expended only for those purposes for which the funds were allocated.
BE IT FURTHER RESOLVED that pursuant to Section 18 of the TransNet Extension Ordinance, the City/County of [ ] certifies that each project of $250,000 or more will be clearly designated during construction with TransNet project funding identification signs.

BE IT FURTHER RESOLVED that the City/County of [ ] does hereby certify that all other applicable provisions of the TransNet Extension Ordinance and SANDAG Board Policy No. 031 have been met.

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

PASSED AND ADOPTED by the City/County of [ ] on the ____ day of ____, 2016.
Section 2(C)(1):

*Local Street and Road Program:* “In developing projects, “At least 70 percent of the revenues provided for local street and road purposes should be used to fund direct expenditures for construction of new or expanded facilities, major rehabilitation and reconstruction of roadways, traffic signal coordination and related traffic operations improvements, transportation-related community infrastructure improvements to support smart growth development, capital improvements needed to facilitate transit services and facilities, and operating support for local shuttle and circulator routes and other services. No more than 30 percent of these funds should be used for local street and road maintenance purposes. A local agency desiring to spend more than 30 percent of its annual revenues on local street and road maintenance-related projects shall provide justification to the Commission as part of its biennial project list submittal. The Commission shall review each local agency’s biennial project list submittal and make a finding of consistency with the provisions of this” (See Rule 18 of SANDAG Board Policy No. 031)

Section 4(E)(3):

“All new projects, or major reconstruction projects, funded by revenues provided under this ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility, or where the costs of including bikeways and walkways would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines.” (see Rule 21 of SANDAG Board Policy No. 031)

Section 6:

*Project Programming Approval:* “The Commission shall biennially approve a five-year project list and a biennial program of projects to be funded during the succeeding two fiscal years with the revenues made available under Section 4 herein. The program of projects will be prepared as part of the Regional Transportation Improvement Program process, as required by state and federal law. A public hearing will be held prior to approval of the program of projects.” (see Rule 7 of SANDAG Board Policy No. 031)

Section 8:

*Maintenance of Effort:* “It is the intent of the Legislature, as stated in the Act, and by the Commission, that revenues provided from this measure be used to augment, not supplant, existing local revenues being used for the purposes set forth in Section 4 herein. Each local agency receiving revenues pursuant to Section 4(D) shall annually maintain as a minimum the same level of local discretionary funds expended for street and road purposes on average over the last three fiscal years completed prior to the operative date of this Ordinance (Fiscal Years 2000-2001, 2001-2002, 2002-2003), as was reported in the State Controller’s Annual Report of Financial Transactions for Streets and Roads, and as verified by an independent auditor. The maintenance of effort level as determined through this process shall be subject to adjustment every three years based on the Construction Cost Index developed by Caltrans. Any increase in the maintenance of effort level based on this adjustment shall not exceed the growth rate in the local jurisdiction’s General Fund
revenues over the same time period. The Commission shall not allocate any revenues pursuant to Section 4(D) to any eligible local agency in any fiscal year until that local agency has certified to the Commission that it will include in its budget for that fiscal year an amount of local discretionary funding for streets and roads purposes at least equal to the minimum maintenance of effort requirement. An annual independent audit shall be conducted to verify that the maintenance of effort requirement for each agency was met. Any local agency which does not meet its maintenance of effort requirement in any given year shall have its funding under Section 4(D)(1) reduced in the following year by the amount by which the agency did not meet its required maintenance of effort level. In the event that special circumstances prevent a local agency from meeting its maintenance of effort requirement, the local agency may request up to three additional fiscal years to fulfill its requirement. Such a request must be approved by the Commission. The Independent Taxpayer Oversight Committee shall also review such requests and make recommendations to the Commission. Any local street and road revenues not allocated pursuant to the maintenance of effort requirement shall be redistributed to the remaining eligible agencies according to the formula described in Section 4(D)(1). The maintenance of effort requirement also shall apply to any local agency discretionary funds being used for the other purposes specified under Section 4. In addition, revenues provided from this Ordinance shall not be used to replace other private developer funding that has been or will be committed for any project.” (See Rule 22 of SANDAG Board Policy No. 031)

Section 9:

Regional Transportation Congestion Improvement Program

A. New Development Exactions:

Starting on July 1, 2008, each local agency in the San Diego Region shall contribute $2,310 in exactions from the private sector, for each newly constructed residential housing unit in that jurisdiction to the Regional Transportation Congestion Improvement Program (RTCIP). These exactions shall ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements, as defined in the Regional Transportation Plan most recently adopted by SANDAG. New residential housing units constructed for extremely low, very-low, low, and moderate income households, as defined in California Health and Safety Code Sections 50105, 50106, 50079.5, and 50093, will be exempted from the $2,310 per unit contribution requirement. The amount of contribution shall be increased annually, in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index published by the Engineering News Record or similar cost of construction index. Each local agency shall establish an impact fee or other revenue Funding Program by which it collects and funds its contribution to the RTCIP. Each local agency shall be responsible for establishing a procedure for providing its monetary contribution to the RTCIP. The RTCIP revenue will be used to construct improvements on the Regional Arterial System, such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for regional express bus and rail transit. This action is predicated on the desire to establish a uniform mitigation program that will mitigate the regional transportation impacts of new development on the Arterial system.
While the RTCIP cannot and should not fund all necessary regional transportation network components and improvements, the RTCIP will establish a new revenue source that ensures future development will contribute its pro rata share towards addressing the impacts of new growth on regional transportation infrastructure.

B. Oversight, Audit and Funding Allocations:

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

C. Implementation of the Regional Transportation Improvement Program:

Provisions for implementation of the RTCIP are described in the document titled “TransNet Extension Regional Transportation Congestion Improvement Program,” which is hereby incorporated by reference as if fully set forth herein. (See Rule 23 of SANDAG Board Policy No. 031)
PROJECT DESCRIPTION GUIDELINES FOR CAPACITY INCREASING PROJECTS

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

<table>
<thead>
<tr>
<th>Surface Street</th>
<th>Freeway Ramp</th>
<th>Freeway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Detail</td>
<td># of Mixed Flow Lanes # HOV Lanes</td>
<td># of Mixed Flow Lanes # of Auxiliary or Truck Lanes # of HOV/ML Lanes (include access points)</td>
</tr>
<tr>
<td># of Lanes by Direction (Indicate if One-Way Street)</td>
<td>Direct Access Ramp</td>
<td></td>
</tr>
<tr>
<td>Posted Speed</td>
<td>Transit-Only</td>
<td></td>
</tr>
<tr>
<td>Median Type</td>
<td>HOV &amp; Transit</td>
<td></td>
</tr>
<tr>
<td>• Median</td>
<td>Managed</td>
<td></td>
</tr>
<tr>
<td>• Center Left Turn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• None</td>
<td></td>
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</tr>
<tr>
<td>Intersection Detail</td>
<td>Additional to the detail from surface street, please add Ramp Meter</td>
<td>N/A</td>
</tr>
<tr>
<td>Control Type</td>
<td>• HOV Meter</td>
<td></td>
</tr>
<tr>
<td>• Stop (2-Way, 4-Way)</td>
<td>• Non-HOV Meter</td>
<td></td>
</tr>
<tr>
<td>• Signal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Unsignalized Approach Information (# of Lanes)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Left/Thru/Right</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Free Right</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Prohibited Turn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Transit Lane</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

If the facility is new or is being realigned, please provide alignment routing along with the relevant information exhibits.
Appendix U7
SANDAG Federal Congestion Management Process

Appendix U7 Contents
Introduction
Background
Regional Transportation Systems
Performance Monitoring
Multimodal Alternatives and Non-Single Occupancy Vehicle Analysis
Land Use Impact Analysis
Intergovernmental Review
Congestion Management Tools
System Development Measures
Regional/Federal Transportation Improvement Program
SANDAG Federal Congestion Management Process

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

SANDAG was designated as the TMA for the San Diego region. The Regional Plan serves as the long-range transportation plan for the region or its Regional Transportation Plan. The Regional Plan meets the requirements of 23 CFR §450.320 by incorporating the following federal congestion management process: (1) performance monitoring and measurement of the regional transportation system; (2) multimodal alternatives and non-SOV analysis; (3) land use impact analysis; (4) the provision of congestion management tools; and (4) integration with the Regional Transportation Improvement Program (RTIP) process.

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

Regional Transportation System
The Regional Plan includes a regional transportation system of highways, regional transit service, regional arterials, and active transportation projects. Chapter 2 of the Regional Plan provides a comprehensive overview of the elements of 21st century mobility, including the regional transit strategy, the active transportation network, local streets and roads, Managed Lanes, highway improvements, intelligent transportation systems, transportation demand management, goods movement strategy, aviation and ground access, and planning across borders components (interregional with neighboring counties and international with Baja California, Mexico).
Performance Monitoring

The Regional Plan includes a variety of strategies to enhance regional transportation systems management including multimodal traffic management techniques, as well as new techniques related to both improving performance monitoring, and information and services to regional transportation systems users. The Regional Plan also provides a comprehensive overview of systems management techniques. Chapter 5 includes a discussion of performance monitoring and implementation. Appendix N includes detailed performance results of the transportation network. Performance monitoring reports include the State of Commute Report, Regional Comprehensive Plan (RCP) Monitoring Report, the TransNet Independent Taxpayer Oversight Committee (ITOC) Quarterly Corridor Performance Report, as well as the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) Quarterly Transit Performance Monitoring Report.

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

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

The State of the Commute Report is updated annually, while the Regional Plan Performance Monitoring Report will be produced every four years in a timeframe that is staggered with the preparation of the next Regional Plan. The next monitoring report is due out in 2018.

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

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

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

Multimodal Alternatives and Non-Single Occupancy Vehicle Analysis
SANDAG incorporates multimodal alternative and non-SOV analysis throughout all levels of planning and/or programming for transportation project improvements. These forms of analysis are incorporated whether the project improvement relates to an SOV or non-SOV capacity increasing improvement. The three primary areas of project development involved in this analysis include: (1) regionwide study analysis through the Regional Plan and RTIP; (2) corridor study analysis; and (3) local level analysis.

Regionwide study analysis
The Regional Plan incorporates recommendations from various corridor studies, transit studies, and project study reports. All projects, services, and programs are evaluated and prioritized for future funding. A discussion of the revenue constrained funding can be found in Chapter 3 and Appendix O. The Regional Plan also includes regionwide and corridor level performance indicators that are reflective of a multimodal approach and inform the development and management of the most effective long-term transportation system, as well as demand management strategies for minimizing and/or managing anticipated congestion. Appendices M and N provide a comprehensive overview of the development of the Regional Plan transportation project evaluation criteria and plan performance measures and methodologies.

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

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

• I-8 Corridor Study
• I-5 South Multimodal Corridor Study
• SR 78 Corridor Study

Other corridor studies include transportation concept summaries (TCS), transportation concept reports (TCR), and project study reports (PSR) developed by Caltrans, as well as corridor system management plans (CSMP) jointly
Local level analysis
Local jurisdiction projects that receive federal funds to develop capacity increasing improvements are required to provide sufficient documentation that an appropriate multimodal alternative and non-SOV analysis has been performed. This analysis is required to be completed prior to submitting a project for inclusion within the RTIP.

Land Use Impact Analysis
Regional models
The Regional Plan includes the 2050 Regional Growth Forecast which is based on land use inputs gathered from the region’s 18 incorporated cities and the county. These inputs include current adopted general and community plans, and draft general plan updates, as provided by the local land use authority. SANDAG uses three models in its forecasts: (1) the Demographic and Economic Forecasting Model (DEFM); (2) the Urban Development Model (UDM); and (3) the Activity Based Model. The Regional Plan Appendix T provides additional information related to the SANDAG transportation modeling and forecasting processes.

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

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

- San Diego Region Aggregate Supply Study
- Designing for Smart Growth, Creating Great Places in the San Diego Region
- Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region
- Trip Generation for Smart Growth
- Parking Strategies for Smart Growth
- Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in Environmental Impact Reports
- Integrating Transportation Demand Management Into the Planning and Development Process: A Reference for Cities
- Regional Parking Management Toolbox
- Transit Oriented Districts: A strategy for the San Diego Region
Congestion Management Tools
The Regional Plan provides a variety of congestion management tools. Many of these tools and strategies are included in Chapters 2 and 5 of the Regional Plan. In addition, the Regional Plan provides incentives and assistance to local member agencies to encourage smart growth development in the areas identified on the Smart Growth Concept Map. The SANDAG “Smart Growth Tool Box” includes both planning and financial tools.

Systems Development Measures
- Improvements to the current system that will improve the convenience and travel speed of bus and rail services.
- Implementation of new transit services that will improve transit in more areas and offer new service types designed to attract new riders to transit.
- Enhancing the transit customer experience to make transit easier, safer, and more enjoyable to use. Enhancements can include increased station amenities and low-floor vehicles to improve accessibility.
- Continue to develop and enhance active transportation through bike and pedestrian facilities and bike lockers, and implementation of the Regional Bicycle Plan.
- Continue to develop and enhance safe routes to schools plans and strategies including the “San Diego Regional Safe Routes to School Strategic Plan.”

TSM measures
- Multimodal integration and performance based management including performance monitoring and real time modeling/simulation.
  - *Traveler information* - aims to increase awareness and the information available on travel choice, and impact, such that travelers can actively participate in reducing both network demand and personal trip-impact. The program delivers both systems and education outreach campaigns to raise the awareness of the direct relationship that route choice, personal driving habits, and the trip timing have on reducing fuel consumption, vehicle operating expenses and vehicle emissions.
  - *Arterial management* - focuses on managing arterial roadways (major streets) in order to reduce delays and result in quicker trips and lower vehicle emissions. Improvements to arterial detection and signal interconnect will provide the ability to create a traffic signal system that is dynamic and coordinated throughout the region. Improving the flow of traffic on arterial roadways is among the most cost-effective TSM strategies for reducing stop-and-go traffic, cutting overall travel times, and lowering fuel consumption and pollution.
  - *Freeway management* - is responsible for deploying systems that improve operational efficiency of freeway control infrastructure; enable freeway managers to have greater control over vehicle operating speeds; facilitates freeway manager’s ability to communicate with the traveling public the impact of events, incidents, and congestion. It also provides freeway managers with greater operational visibility to operating conditions both on and off network. Some of the systems included in this program are traffic detection technologies, closed-circuit television cameras, ramp meters, electronic message signs, and the Advanced Transportation Management System, which provides central monitoring and sign control for managing incidents.
  - *Transit management* – bus and light rail, including regional scheduling system (RSS), regional transit management system (RTMS), positive train control (PTC), and centralized train control (CTC).
- Electronic payment services including Compass Card, FasTrak® Open Road Tolling, and smart parking systems.

- Vehicle Technologies.

- Advanced Transportation Technology Program.

- Universal Transportation Account.

- Transit Infrastructure Electrification/Regional Charger Program.

- Smart Parking.

**TDM measures**

- iCommute is the regional TDM program. iCommute coordinates services that increase the number of commuters who carpool, vanpool, take transit, bike, walk, and telework. This includes online ridematching services, the Regional Vanpool Program, carpool incentive program, employer outreach program, support for teleworking, bike encouragement and education programs, and regional campaigns like Rideshare Month and Bike to Work Month.

- Mobility Hubs – Mobility hubs are places of connectivity, where different modes of transportation — walking, biking, ridesharing, and transit — come together seamlessly to link users to employment, housing, and recreational destinations. Mobility hubs expand the reach of transit by offering people more incentives to use transit and leave their cars at home. Mobility hubs can promote carsharing, bikesharing, and the use of on-demand ride services.

- Active Traffic and Demand Management (ATDM) – builds on Integrated Corridor Management (ICM) to dynamically monitor, control, and influence travel demand, traffic demand, and traffic flow of key corridors. ATDM facilitates the use of transportation alternatives through various approaches, including dynamic ridesharing, dynamic speed limits, dynamically priced parking, and predictive traveler information to improve overall highway efficiency.

- Shared Mobility Services – can fill gaps in the region’s transit services and provide an efficient transportation alternative for commute and non-commute trips. Examples of shared mobility services include carsharing, bikesharing, on-demand ride services scootershare, shared electric vehicles, and on demand shuttle and jitney services.

- Performance monitoring.

**Implementation measures**

- Outreach program

- Smart Growth Concept Map

- Visualization tools and photo library

- Smart growth design guidelines

- Smart growth trip generation

- Regional Parking Management Toolbox

- Research on connections between public health, land use, and transportation

- Planning and designing for pedestrians
Appendix U7 :: SANDAG Federal Congestion Management Process

- TransNet Smart Growth Incentive Program (SGIP)
- TransNet Active Transportation Grant Program (ATGP)
- TDA/TransNet Bicycle, Pedestrian, and Neighborhood Safety Program

**Regional/Federal Transportation Improvement Program**

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

The RTIP serves as a prioritized program designed to implement the region’s overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region.

Chapters 2 and 3 of the 2014 RTIP provide a description of the development process, including federal, state, and TransNet transportation programming requirements, and the detailed listings of projects. All local agency SOV capacity increasing projects seeking, or that is eligible for, federal funds are required to perform a multimodal alternative and non-SOV analysis prior to submitting SOV capacity increasing projects for inclusion in the RTIP. The multimodal alternative, and non-SOV analysis, must document an SOV capacity increasing project assessment that has considered the components within the congestion management tools section of the SANDAG Federal Congestion Management Process:

- Systems development measures
- TSM measures
- TDM measures
- Implementation measures

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

1  sandag.org/i-8
5  http://www.sandag.org/index.asp?projectid=344&fuseaction=projects.detail
11  http://www.sdforward.com/mobility-planning/parking-toolbox
12  http://www.sandag.org/tod
13  In 2010, the SANDAG Board of Directors approved the San Diego Regional Safe Routes to School Strategic Plan to support local communities in establishing new Safe Routes to School programs as well as sustaining and enhancing existing efforts. Regional efforts to implement this strategy are funded as part of the Active Transportation Program.
<table>
<thead>
<tr>
<th>Due Dates</th>
<th>Activities</th>
</tr>
</thead>
</table>
| 8-Jan     | Memo to all jurisdictions regarding schedules/procedures for the 2016 RTIP process including:
|           | Any new or updates to capacity increasing projects  
|           | Requests for long term borrowing?  
| 28-Jan    | 2016 RTIP Workshop at SANDAG  
| 4-Feb     | 2016 RTIP Presentation at CTAC  
| March     | CTC adopts statewide 2016 STIP  
| 2-Mar     | Consultation with San Diego Conformity Working Group (CWG) on conformity criteria and procedures including: revenue-constrained program assumptions, latest planning assumptions, transportation control measures, emissions model, emissions budgets, exempt projects, consultation and public involvement.  
| 18-Mar    | All projects proposed for 2016 RTIP due in ProjectTrak including new/updates to Capacity Increasing projects.  
| 28-Mar    | Issue 2016 Project List to CWG for interagency consultation Non-Capacity Increasing (NCI) and Capacity Increasing (CI)  
| 6-Apr     | Discuss 2016 RTIP Project List at CWG meeting  
| 11-Apr    | Close of CWG project list interagency consultation (NCI and CI)  
| 22-Apr    | Complete coding of 2016 RTIP Capacity Increasing (CI) projects/review project submittals  
| 6-May     | Complete model runs of 2016 RTIP Capacity Increasing (CI) projects  
| 11-May    | Presentation at the Independent Taxpayer Oversight Committee (ITOC) to discuss draft projects and report  
| 13-May    | Issue 2016 RTIP draft Air Quality Conformity Analysis for 30-day CWG review and comment  
| 1-Jun     | Discuss 2016 RTIP draft Air Quality Conformity Analysis at CWG meeting  
| 13-Jun    | 30-day CWG comment period for 2016 RTIP draft Air Quality Conformity Analysis ends  
| 17-Jun    | Incorporate CWG comments for 2016 RTIP into revised draft Air Quality Conformity Analysis  
| 24-Jun    | Signed resolutions with proof of public hearing due from all jurisdictions  
| 13-Jul    | ITOC reviews draft 2016 RTIP and provides comments  
| 15-Jul    | Transportation Committee recommends the release of draft 2016 RTIP including its draft Air Quality Conformity determination for public comment  
| 22-Jul    | Board requested to release the draft 2016 RTIP including its draft Air Quality Conformity determination for a 30-day public comment period; and set September 2, 2016 TC meeting to hold public hearing - SANDAG submits draft 2016 RTIP to state for review and comment  
| 22-Aug    | 30-day comment period ends for draft 2016 RTIP including the draft Air Quality Conformity Analysis  
| 2-Sep     | Transportation Committee holds public hearing to review the draft 2016 RTIP including its Air Quality Conformity determination and recommends Final 2016 RTIP to the SANDAG Board for approval.  
| 23-Sep    | SANDAG Board asked to adopt the Final 2016 RTIP including its Air Quality Conformity  
| 30-Sep    | Deadline to submit Final 2016 RTIP to state  
| 10-Oct    | Start of state FSTIP Public Participation process  
| 31-Oct    | Close of state Public Participation process  
| 16-Nov    | FSTIP submittal to Federal Highway Administration (FHWA)/Federal Transit Administration (FTA)  
| 16-Dec    | Federal approval for FSTIP  

Schedule for the 2016 Regional Transportation Improvement Program (RTIP) Update
Introducing

Transit Signal Priority (TSP) is an intelligent transportation system (ITS) technology that is capable of providing more ‘green time’ to buses that are operating behind schedule. TSP can reduce time delay up to 10 percent during peak hours by decreasing the probability that a bus will experience signal delays. Results from existing TSP corridors in the region show that the technology can significantly improve the reliability of bus operations without impacting traffic. In some cases the overall intersection Level of Service (LOS) may improve. TSP also has a relatively low cost for implementation since it is based off of existing emergency vehicle preemption systems that already exist throughout the region.

Currently, four Rapid bus routes are actively operating with TSP within the City of Escondido and City of San Diego. Further investment in TSP is occurring on four additional corridors to support Rapid services. In 2015, SANDAG received a Caltrans Transportation Planning Grant that funds the IBOT planning study which will determine the locations, costs, and benefits of implementing TSP on existing local bus routes throughout the region.

Discussion

**IBOT Study Overview**

**REGIONWIDE TSP EVALUATION**

Phase 1 of the IBOT study is to conduct a regionwide analysis of all existing local bus routes to prioritize corridors where TSP could be most effective. Data on the transit system and arterial street network will be collected. This task is explained in more detail in the section below.

**TSP COST BENEFITS ANALYSIS**

Phase 2 of the IBOT study builds upon the Regionwide TSP analysis where a more comprehensive analysis will be conducted on the top ten corridors. A costs/benefits analysis will be prepared evaluating the capital, operations, maintenance, and traffic impact costs against the operating efficiencies for each of the top ranked TSP corridors.
IMPLEMENTATION

The IBOT planning study does not include funding for capital costs; however, this task will identify potential funding sources and make recommendations for implementation. When the planning study is complete, it will provide a basis for future potential grant funding for final design, construction, and implementation.

REGIONWIDE TSP ANALYSIS METHODOLOGY

The Regionwide TSP Analysis task is nearly complete and SANDAG currently is seeking feedback from the transit operators and local jurisdictions prior to finalizing this effort and conducting more detailed analysis.

QUANTITATIVE ANALYSIS

SANDAG conducted a quantitative analysis to determine the best locations throughout the county to implement TSP. Transit system data and arterial street traffic data was combined into a single map which highlights TSP Propensity (Attachment 1). The transit data includes transit ridership and vehicle headways and the traffic data includes LOS and the number of traffic signals.

QUALITATIVE ANALYSIS

In order to supplement the technical data, SANDAG is collecting more subjective data from key stakeholders. One of the best sources of day-to-day traffic patterns and delays are bus drivers. As part of the IBOT project, surveys were issued to both MTS and NCTD bus drivers who identified specific intersections throughout the region where they experienced delays. We received nearly 250 surveys with a roughly 25 percent response rate. Next, SANDAG met directly with NCTD and MTS transit planners and bus operations staff who provided additional input on specific corridors where they would like to see TSP implemented. Finally, SANDAG is seeking valuable input directly from the local jurisdictions by working through the SANDAG SANTEC and CTAC committees for feedback. This information was presented to SANTEC on January 21, 2016, and they provided information about several local signal upgrade projects on local streets.

PRELIMINARY RESULTS

Combining the quantitative data with the qualitative data, 23 corridors have been identified as potential TSP corridors as shown in Attachments 2 and 3. Some potential corridors have been excluded from this list due to the fact that TSP is already under development, such as Clairemont Mesa Boulevard and Park Boulevard. Also we are not able to implement TSP within San Diego’s downtown grid so corridors in this area have been excluded.
**CTAC INPUT**

It is vital to the success of the IBOT project that there is concurrence from both the transit operators that run the buses and the local jurisdictions that operate the traffic signals. Specifically, it would be most beneficial to SANDAG if the CTAC could provide the following information:

1. Which corridors area a priority for your jurisdiction?
2. Are there any conflicting projects planned along any of the identified corridors?
3. Are there any supportive projects planned along any of the identified corridors?

**SCHEDULE**

<table>
<thead>
<tr>
<th>Task</th>
<th>Timeline</th>
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</thead>
<tbody>
<tr>
<td>Regional TSP Evaluation</td>
<td>October 2015 – February 2016</td>
</tr>
<tr>
<td>TSP Cost Benefit Analysis (Top 10 Corridors)</td>
<td>February – April 2016</td>
</tr>
<tr>
<td>Final Report</td>
<td>Summer 2016</td>
</tr>
</tbody>
</table>

Attachment(s): 1. IBOT - Regionwide Transit Analysis Map  
2. IBOT - Potential TSP Corridors Table  
3. IBOT – Potential TSP Corridors Map

Key Staff Contact: Danny Veeh, (619) 699-7317, danny.veeh@sandag.org
REGION-WIDE TRANSIT ANALYSIS
LINKS WITH TRANSIT SCORE > 2.00
IMPROVING BUS OPERATIONS & TRAFFIC

Transit Link Score
2.01 - 3.00
3.01 - 4.00
Existing TSP

Data Source: GTFS, Ridecheck Plus
## Potential TSP Corridors

**CTAC February 4, 2016**

<table>
<thead>
<tr>
<th>ID</th>
<th>Corridor</th>
<th>TSP Propensity Score</th>
<th>BUS Driver Survey</th>
<th>Transit Priority</th>
<th>Local Priority</th>
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<tbody>
<tr>
<td>1</td>
<td>University from 1st Avenue to La Mesa Boulevard</td>
<td>6.8</td>
<td>57</td>
<td>High</td>
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</tr>
<tr>
<td>2</td>
<td>Mission Avenue from Oceanside Transit Center to San Luis Rey Transit Center (via Douglas Drive &amp; N. River Road)</td>
<td>6.5</td>
<td>13</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Genesee from State Route 163 to Nobel Drive</td>
<td>6.2</td>
<td>13</td>
<td>High</td>
<td></td>
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<tr>
<td>4</td>
<td>Highland Avenue from 3rd Street to Main Street (via 3rd Avenue)</td>
<td>6.1</td>
<td>12</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>El Cajon Transit Center to E. Main Street (via Main, Johnson, Broadway)</td>
<td>5.9</td>
<td>23</td>
<td>High</td>
<td></td>
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<tr>
<td>6</td>
<td>H Street from Woodlawn Avenue to Southwestern College (via Otay Lakes Road)</td>
<td>5.9</td>
<td>24</td>
<td>High</td>
<td></td>
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<tr>
<td>7</td>
<td>54th Street/Euclid Avenue from Logan Avenue to Monroe Avenue</td>
<td>5.9</td>
<td>12</td>
<td>High</td>
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<tr>
<td>8</td>
<td>Taylor Street/Linda Visa Road from Old Town Transit Center to Armstrong Street</td>
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<tr>
<td>9</td>
<td>Fairmount Avenue from Home Avenue to Interstate 8</td>
<td>5.7</td>
<td>32</td>
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<td>College Avenue from SDSU to Lemon Grove Avenue (via Broadway)</td>
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<td>Medium</td>
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<tr>
<td>12</td>
<td>Plaza Camino Real via Vista Way, Marron Road, and El Camino Real</td>
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<tr>
<td>13</td>
<td>Palm Avenue A1 from Hollister Avenue to 9th Avenue</td>
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<tr>
<td>14</td>
<td>National Avenue from 26th Street to Euclid Avenue</td>
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<tr>
<td>15</td>
<td>La Jolla Village Drive from Interstate 805 to Gilman Drive (via Villa La Jolla Drive)</td>
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<td>Mission Boulevard from Escondido Transit Center to Vista Transit Center</td>
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<tr>
<td>17</td>
<td>El Cajon Boulevard from College Avenue to La Mesa Boulevard</td>
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<td>Medium</td>
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<td>Coast Highway 101 (Encinitas)</td>
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<td>Highway 101 (Solana Beach)</td>
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<td>Camino Del Mar (Del Mar)</td>
<td>3.6</td>
<td>1</td>
<td>Medium</td>
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</tbody>
</table>

1. TSP Propensity Score based on transit ridership, transit headways, arterial LOS, and arterial traffic signals.