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# Meeting Notice and Agenda

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## San Diego Regional Traffic Engineers Council

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

Thursday, November 15, 2018

9:30 to 11:30 a.m.

SANDAG, Board Room  
 401 B Street, Suite 800  
 San Diego, CA 92101

***Please take the elevator to the 8th floor to access the meeting room.***

Staff Contact: Ellison Alegre  
 (619) 699-0729  
 ellison.alegre@sandag.org

## Agenda Highlights

- **Manual on Uniform Traffic Control Devices Series: Mandatory Roundabout Analyses**
- **Fixing America's Surface Transportation Act Performance Management Rule 1 2019 Safety Target Setting**
- **Senate Bill 743 Update**

**Please silence all electronic devices during the meeting**

### Mission Statement

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Both agenda and non-agenda comments should be sent to SANDAG via [comment@sandag.org](mailto:comment@sandag.org). Please include the Working Group name and meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Working Group coordinator no later than 5 p.m. two working days prior to the meeting. All public comments and materials received by the deadline become part of the official public record and will be provided to the members for their review at the meeting.

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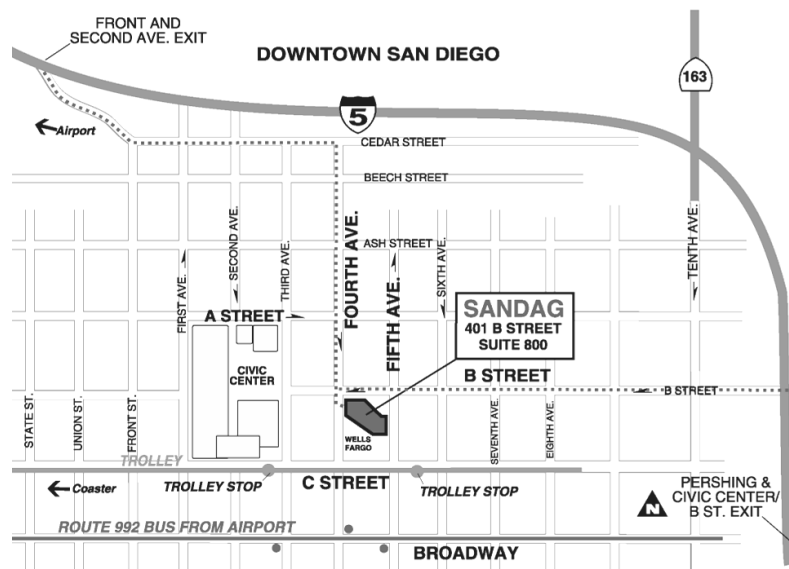
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# San Diego Regional Traffic Engineers Council

Thursday, November 15, 2018

Item No.		Recommendation
1.	<b>Introductions</b>	
2.	<b>Public Comments</b> Members of the public shall have the opportunity to address the San Diego Regional Traffic Engineers Council (SANTEC) on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a Request to Comment 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 SANTEC members. Public speakers are limited to three minutes or less per person. SANTEC members also may provide information and announcements under this agenda item.	
+3.	<b>Approval of Meeting Minutes</b> The SANTEC is asked to review and approve the minutes from its October 18, 2018, meeting.	Approve
<b>Reports</b>		
+4.	<b>Manual on Uniform Traffic Control Devices Series: Mandatory Roundabout Analyses (Zoubir Ouadah, County of San Diego; Joshua Reese, Caltrans)</b> Caltrans issued the Intersection Control Evaluation (ICE) Policy Directive in 2013 to establish a method and framework to objectively evaluate and compare stop, signal, and yield control (roundabouts) as intersection traffic control solution alternatives.  Chair Ouadah and Vice Chair Reese will discuss proposed changes to Section 4C.01 of the California Manual on Uniform Traffic Control Devices, which regulates the ICE process. SANTEC is asked to consider a regional response to Caltrans proposal for mandatory engineering studies for all roadways to include consideration of a roundabout (yield control).	Discussion
+5.	<b>Fixing America's Surface Transportation Act Performance Management Rule 1 2019 Safety Target Setting (Rachel Kennedy)</b> Staff will present information on target-setting efforts for Performance Management Rule 1 that include measures related to fatalities and serious injuries on all public roads.	Discussion

- |     |  |                            |
|-----|--|----------------------------|
| 6.  | <b>Senate Bill 743 Update (Erik Ruehr, Institute of Transportation Engineers San Diego Section)</b>  | Discussion                 |
|     | California Senate Bill 743 (Steinberg, 2013) (SB 743), the legislation that will make the change from level of service to vehicle miles traveled for the California Environmental Quality Act transportation analyses, is targeted for required implementation on July 1, 2020. In response to this legislation, the San Diego Section of the Institute of Transportation Engineers is preparing an updated Transportation Impact Study Guidelines for use by local transportation engineers and planners. Erik Ruehr will present an overview of SB 743, an update on creating the guidelines, and opportunities for SANTEC members to participate. |                            |
| +7. | <b>Caltrans Updates and Announcements</b>  | Information                |
|     | Caltrans staff will provide updates on various local programs, funding program deadlines, and announcements regarding upcoming conferences.  |                            |
| 8.  | <b>Matters from Members</b>  | Information                |
|     | SANTEC members are encouraged to discuss additional topics of general interest.  |                            |
| 9.  | <b>Upcoming Meetings/Agenda Items</b>  | Discussion/Possible Action |
|     | The SANTEC is asked to provide input to SANDAG staff on possible items for future SANTEC meeting agendas.  |                            |
|     | The next SANTEC meeting is scheduled for Thursday, December 20, 2018, at 9:30 a.m.   |                            |
| 10. | <b>Adjournment</b>   |                            |

+ next to an item indicates an attachment



# San Diego Regional Traffic Engineers Council

Item: **3**

November 15, 2018

Action Requested: **Approve**

## October 18, 2018, Meeting Minutes

Please note: The audio file of the meeting is available on the SANDAG website, [sandag.org](http://sandag.org), on the San Diego Regional Traffic Engineers Council (SANTEC) page.

Chair Zoubir Ouadah (County of San Diego) called the meeting of the SANTEC to order at 9:36 a.m.

### 1. Introductions

Self-introductions were made. The attendance sheet for this meeting is included.

### 2. Public Comments

Members of the public had the opportunity to address the SANTEC on any issues. Marisa Mangan, Associate Regional Planner, addressed the committee on recently passed neighborhood electric vehicle (NEV) legislation. Ms. Mangan also encouraged the committee to apply for funding to create NEV plans and to use SANDAG as a resource during the process. John Keating (Linscott, Law & Greenspan) addressed the committee regarding any future interest in updating "(Not So) Brief Guide of Trip Generation Rates for the San Diego Region," which was adopted by SANDAG in 2002. The current manual is out of date, and Mr. Keating suggested the Institute of Transportation Engineers Trip Generation Manual as an alternative. Audrey Porcella, Regional Planner, manages the Specialized Transportation Grant Program and approached the committee asking members to consider being evaluators for the program.

### 3. Approval of Meeting Minutes (Approve)

Action: Upon a motion by Doug Bilse (City of Carlsbad) and a second by Abraham Bandegan (City of Encinitas), the SANTEC approved the minutes from its September 20, 2018, meeting. Yes: Chair Ouadah, Vice Chair Joshua Reese (Caltrans), Mr. Bilse, Ryan Zellers (City of Coronado), Mario Sanchez (City of El Cajon), Mr. Bandegan, Ali Shahzad (City of Escondido), Mark Jugar (City of Lemon Grove), David DiPierro (City of Oceanside), Jon Collins (City of Poway), Michael Rafael (City of San Marcos), and Minjie Mei (City of Santee). No: None. Abstain: Paul Obermaier (City of Chula Vista), Jason Stack (City of Imperial Beach), Duncan Hughes (City of San Diego), and Jim Greenstein (City of Solana Beach). Absent: City of La Mesa, City of National City, and City of Vista.

## Reports

### 4. Manual on Uniform Traffic Control Devices Series: Mandatory Roundabout Analyses (Discussion)

Chair Ouadah and Vice Chair Reese led discussion of proposed changes to Section 4C.01 of the California Manual on Uniform Traffic Control Devices, which regulates the Intersection Control Evaluation process. Caltrans proposed that for all roadways, a mandatory "engineering study shall include consideration of a roundabout (yield control)."

### 5. Performance Series: Local Roads and Arterials (Discussion)

This item was postponed.

## **6. Two-Way Class IV Cycle Track (Information)**

Ali Shahzad and Miriam Jim (City of Escondido), presented recent efforts to develop a Class IV bikeway (cycle track) facility along Valley Parkway and Broadway in the City of Escondido. The two-way track and Class I bike path will fill a bikeway gap between the existing Inland Rail Trail and Escondido Creek Trail.

## **7. San Diego Forward: The 2019–2050 Regional Plan – Draft Network Concepts (Information)**

Phil Trom, Senior Regional Planner, led a brief discussion and feedback session on the draft revenue-constrained concepts that have been developed for San Diego Forward: The 2019–2050 Regional Plan.

## **8. Caltrans Updates and Announcements (Information)**

Rob Owen (Caltrans) provided members with an update on local programs and funding program deadlines and made announcements regarding upcoming conferences.

## **9. Cities/County Transportation Advisory Committee Meeting Briefing (Information)**

Alex Estrella, Senior Transportation Planner, and Mr. Sanchez provided a summary of the discussion items presented during the October 4, 2018, meeting of the Cities/County Transportation Advisory Committee.

## **10. Matters from Members (Discussion)**

Mr. Bandegan requested recommendations regarding parking-protected flexible posts. Vice Chair Reese requested SANTEC members for future Manual on Uniform Traffic Control Devices Series discussion topics.

## **11. Upcoming Meetings/Agenda Items (Discussion/Possible Action)**

The next SANTEC meeting is scheduled for Thursday, November 15, 2018, at 9:30 a.m.

## **12. Adjournment**

Chair Ouadah adjourned the meeting at 11:18 a.m.

## Confirmed Attendance at SANDAG San Diego Regional Traffic Engineers Council Meeting

October 18, 2018

Jurisdiction	Name	Attended	Comments
Caltrans	Joshua Reese, Vice Chair	Yes	
	Damon Davis, Alternate	No	
City of Carlsbad	Doug Bilsse	Yes	
	John Kim, Alternate	No	
City of Chula Vista	Eddie Flores	No	
	Paul Oberbauer, Alternate	Yes	
City of Coronado	Jim Newton	No	
	David Johnson, Alternate	No	
City of Del Mar	Ryan Zellers	Yes	
	Jake Swim, Alternate	No	
City of El Cajon	Mario Sanchez	Yes	
	Raul Armenta, Alternate	No	
City of Encinitas	Abraham Bandegan	Yes	
	Chris Magdosku, Alternate	No	
City of Escondido	Ali Shahzad	Yes	
	Miriam Jim, Alternate	Yes	
City of Imperial Beach	Jason Stack	Yes	
	Vacant, Alternate	N/A	
City of La Mesa	Jeffery Manchester	No	
	Richard Leja, Alternate	No	
City of Lemon Grove	Mike James	No	
	Mark Jugar, Alternate	Yes	
City of National City	Luca Zappiello	No	
	Stephen Manganiello, Alternate	No	
City of Oceanside	David DiPierro	Yes	
	Teala Cotter, Alternate	No	
City of Poway	Vacant	N/A	
	Jon Collins, Alternate	Yes	
City of San Diego	Duncan Hughes	Yes	
	Maureen Gardiner, First Alternate	Yes	
	Mariana Sadek, Second Alternate	No	
City of San Marcos	Nicholas Abboud	No	
	Michael Rafael, Alternate	Yes	
City of Santee	Minjie Mei	Yes	
	Jeff Morgan, Alternate	No	

City of Vista	Sam Hasenin	No
	Melinda Rehfeldt, Alternate	No
City of Solana Beach	Jim Greenstein	Yes
	Dan Goldberg, Alternate	No
County of San Diego	Zoubir Ouadah, Chair	Yes
	Murali Pasumarthi, Alternate	No
Metropolitan Transit System	Vacant	N/A
	Vacant, Alternate	N/A
North County Transit District	Vacant	N/A
	Vacant, Alternate	N/A

**Other Attendees**

Rob Owen, Caltrans  
Henry Trang, Imperial Beach  
John Keating, Linscott, Law & Greenspan

**SANDAG Staff**

Alex Estrella  
Audrey Porcella  
Ellison Alegre  
Erik Mumm  
Marisa Mangan  
Phil Trom



### **Item 18-10 Proposed Changes to Section 4C.01**

**Recommendation:** Request the committee to recommend to include in the CA MUTCD, amendments to Section 4C.01

**Agency Making Request/Sponsor:** Duper Tong, CTCDC Voting Member (Caltrans)

Note: Red text is newly proposed text.

~~Struck-out blue~~ text is to be deleted from the CA MUTCD.

#### **Background:**

At the May 2017 CTCDC Meeting, Caltrans' representatives gave a presentation on the use of ICE strategies, for transportation improvement projects located on and off the State Highway System, and how they can be incorporated to enhance safety and improve mobility on California roadways. The presentation was well received, and the CTCDC suggested that Caltrans consider providing additional guidance for local agencies throughout California.

At the May 2018 CTCDC meeting, Caltrans has proposed policy text and had received CTCDC feedback. The feedback from the CTCDC meeting was to develop "stronger" language regarding consideration of a roundabout while evaluating an intersection for the appropriate traffic control.

The complete meeting minutes can be accessed at:

<http://www.dot.ca.gov/trafficops/ctcdc/docs/CTCDC-05-10-18.pdf>

#### **Proposal:**

##### **Section 4C.01 Studies and Factors for Justifying Traffic Control Signals**

###### **Standard:**

**01 An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.**

**01a ~~On State highways, the~~ The engineering study shall include consideration of a roundabout (yield control). If a roundabout is determined to provide a viable and practical solution, it shall be studied in lieu of, or in addition to a traffic control signal.**

###### *Guidance:*

~~01b On local streets and highways, the engineering study should include consideration of a roundabout (yield control). If a roundabout is determined to provide a viable and practical solution, it should be studied in lieu of, or in addition to a traffic control signal.~~

###### *Support:*

01b Refer to Caltrans' website (<http://www.dot.ca.gov/hq/traffops/liaisons/ice.html>) for more information on the Traffic Operations Policy Directive 13-02, Intersection Control Evaluation (ICE), and other resources for the evaluation of intersection traffic control strategies.

###### **Option:**

**01i Local agencies may develop their own guidelines to study the feasibility of roundabouts when considering intersection modifications on roadways under their jurisdiction.**

**02 The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:**

**Warrant 1, Eight-Hour Vehicular Volume**

**Warrant 2, Four-Hour Vehicular Volume**

**Warrant 3, Peak Hour**

**Warrant 4, Pedestrian Volume**

**Warrant 5, School Crossing**

**Warrant 6, Coordinated Signal System**

**Warrant 7, Crash Experience**

**Warrant 8, Roadway Network**

**Warrant 9, Intersection Near a Grade Crossing**

**03 The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.**



# San Diego Regional Traffic Engineers Council

Item: **5**

November 15, 2018

Action Requested: **Discussion**

## Fixing America's Surface Transportation Act: Performance Management Rule 1 2019 Safety Target Setting

### Introduction

Since 2015, the Federal Highway Administration (FHWA) has issued a number of Final Rules that establish performance requirements under the Moving Ahead for Progress in the 21st Century legislation and are continued under the Fixing America's Surface Transportation (FAST) Act. The Performance Management Rule 1 (PM 1) focuses on transportation safety on all public roads. PM 1 is applicable to all public roads regardless of ownership or maintenance responsibility. An overview of the performance measures, calculations, and data sources is attached (Attachment 1).

Safety targets for PM 1 are required to be set annually. State Departments of Transportation are required to set targets by August 31 of each year for the subsequent calendar year. Metropolitan Planning Organizations (MPOs) have 180 days from that date to either establish regional targets or agree to support the state targets. For 2018, the SANDAG Board of Directors elected to support the statewide targets. Following is a review of options for setting 2019 SANDAG targets.

### Discussion

#### ***Caltrans 2019 Target Setting***

Caltrans has led multi-agency efforts, including FHWA, MPOs, and other stakeholders, to develop statewide targets for PM 1. Per federal regulations, Caltrans established the 2019 PM 1 statewide targets included in Table 1 on August 31, 2018. For the 2019 targets, Caltrans modified its approach to align more closely with the state's Towards Zero Deaths goal in the 2015 Strategic Highway Safety Plan, which calls for reducing fatalities and severe injuries by half by 2030.

#### ***SANDAG 2019 Target Setting Options***

SANDAG can elect to support the statewide targets, develop regional targets, or develop a combination of the two. SANDAG staff is reviewing regional fatality and serious injury data and will discuss potential 2019 PM 1 target setting options with SANTEC.

Table 1

Performance Measure	2018 Statewide Targets	2019 Statewide Targets
Total Fatalities	3,590.8 (-7.69%)	3,445.4 (-3%)
Fatality Rate (per 100 million vehicle miles traveled)	1.029 (-7.69%)	0.995 (-3%)
Total Serious Injuries	12,823.4 (-1.5%)	12,688.1 (-1.5%)
Total Serious Injury Rate (per 100 million vehicle miles traveled)	3.831 (-1.5%)	3.661 (-1.5%)
Total Pedestrian and Bicycle Fatalities and Serious Injuries	4271.1 (-10%)	3,949.8 (-3% fatalities) (-1.5% serious injuries)

**Next Steps**

Input from the San Diego Regional Traffic Engineers Council will be considered in setting targets for PM 1. MPOs must establish PM 1 safety performance targets by February 27, 2019.

PM 1 targets will be reported in the performance report section of San Diego Forward: The 2019–2050 Regional Plan (2019 Regional Plan). The 2018 Regional Transportation Improvement Program (RTIP) includes a Federal Performance Management appendix that summarizes programming efforts that support PM 1 targets. The performance-management portions of the 2019 Regional Plan and the RTIP will be reviewed with each regular update.

**Charles “Muggs” Stoll, Planning Director**

Key Staff Contact: Rachel Kennedy, (619) 699-1929, rachel.kennedy@sandag.org

Attachment: 1. PM 1 Performance Measure Methodology

PM 1 PERFORMANCE MEASURE METHODOLOGY		
Performance Measure	Calculation	Data Source
1. Number of Fatalities	Five year rolling average	<ul style="list-style-type: none"> <li>Fatality Analysis Reporting System (FARS)</li> </ul>
2. Rate of Fatalities per 100 Million VMT	Five year rolling average of annual fatality rate	<ul style="list-style-type: none"> <li>FARS</li> <li>Highway Performance Monitoring System (HPMS)</li> </ul>
3. Number of Serious Injuries	Five year rolling average	<ul style="list-style-type: none"> <li>Statewide Integrated Traffic Records System (SWITRS)</li> </ul>
4. Rate of Serious Injuries per 100 Million VMT	Five year rolling average of annual serious injury rate	<ul style="list-style-type: none"> <li>SWITRS</li> <li>HPMS</li> </ul>
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries	Five year rolling average of the annual sum of non-motorized fatalities and non-motorized serious injuries	<ul style="list-style-type: none"> <li>FARS</li> <li>SWITRS</li> </ul>

Source: Federal Highway Administration, *National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Final Rule*, January 18, 2017



**California Department of Transportation (Caltrans), District 11  
DISTRICT LOCAL ASSISTANCE ENGINEER (DLAE) UPDATE  
San Diego Traffic Engineers Council (SANTEC)  
November 15, 2018**

**GENERAL INFORMATION**

**Inactive Projects**

**Future Inactive should be billed within the specified and agreed upon timeframe to avoid a unilateral deobligation of funds.**

As of October 26, 2018, the INACTIVE and FUTURE Inactive list was updated. Action is required by the following agencies:

San Diego County, Carlsbad, Chula Vista, San Marcos, Vista, Escondido, National City, Encinitas, and La Mesa. **The next deadline to submit Inactive and Future inactive invoices is November 20, 2018.** *This is District 11's deadline to avoid unilateral deobligation of federal funds! For exact Inactive Project dates verify on the Inactive link shown below. Note: **An invoice is not cleared from the Inactive or future Inactive list until it has been paid by the State Controller's Office.***

A complete list of inactive projects can be found at the link provided below.

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

**DBE Methodology Update**

For **all** federal contracts (consultant and construction) that will be **advertised or authorized on October 1, 2018 or thereafter**, local agencies must use the updated Exhibit 9-D template to calculate Disadvantaged Business Enterprise (DBE) goals.

[Download Updated Exhibit 9-D](#)

**Background:** On July 31, 2018, Caltrans submitted the Proposed Overall DBE Goal and Methodology of 17.6 percent for 2018-19 through 2020-21 to the Federal Highway Administration, and California must make efforts to achieve this target on all DBE commitments effective October 1, 2018. Updates to the DBE contract goal methodology now require federal local assistance contracts to base goals on a 7 DBEs available per sub-contractable task and factoring the total DBE work made available by 80 percent. Supply and trucking component calculations remain unchanged at 12 percent and 10 percent, respectively, for all tasks that are not determined to be sub-contractable. The latest Local Assistance Procedures Manual (LAPM) forms can be found on our [LAPM Forms Page](#):

<http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapmforms.htm>

**February 1, 2019: Federal Fiscal Year 18/19 Requests for Authorization/Obligation Due**

Please transmit funding Requests for Authorization (RFA) this federal fiscal year by **February 1, 2019**.

Early RFA submittals will minimize delay to obtaining funding authorizations.

**Obligation Authority Plan (Cycle 20) Due to Local Assistance for Federal FY 18/19 by January 15, 2019**

Agency's Obligation Authority Plan must indicate amount of federal dollars being obligated for each project by fund type, and planned date of obligation. (Request for information forthcoming)



**California Department of Transportation (Caltrans), District 11  
DISTRICT LOCAL ASSISTANCE ENGINEER (DLAE) UPDATE  
San Diego Traffic Engineers Council (SANTEC)  
November 15, 2018**

**Division of Local Assistance Listserver Email Subscription**

Sign up for a Division of Local Assistance “*Listserver*” to receive significant updates or additions to Local Assistance webpages, including changes to the *Local Assistance Procedures Manual* (LAPM) and Local Assistance Program Guidelines (LAPG), new Office Bulletins and Local Programs Procedures, as well as Calls for Projects.

<http://lists.dot.ca.gov/mailman/listinfo/dla-website-updates-announce>

**Highway Bridge Program (HBP) Update**

HBP October Survey backup list completed on October 26, 2018. While MPOs program lump sum backup list in the 2019 RTIP, the Local Agencies shall program their individual Line Item bridges. The HBP funding HOLD on PE, RW, and CON would not be removed for E-76 obligation if Caltrans does not have the updated LAPG 6-A/6-D reflecting/matching the project October 2018 survey to your assigned Area Engineer.

**Division of Local Assistance Blog (LAB)**

The Caltrans Local Assistance Blog (LAB) provides clarity on issues and contributes to the successful delivery of transportation projects using federal resources. Categories covered by the LAB are: Subsidized Classes for Local Agencies, Policy/Procedures, Program Guidelines, Training, Environmental, and Right of Way.

<http://www.localassistanceblog.com>

**TRAINING**

For questions or to register for any training, you may contact Local Assistance Training Coordinator, **Alma Sanchez at (619)278-3735** or via email at: [Alma.Sanchez@dot.ca.gov](mailto:Alma.Sanchez@dot.ca.gov)

**March 26-29, 2019-RESIDENT ENGINEERS ACADEMY-PRIORITY REGISTRATION NOW OPEN TILL OCTOBER 16, 2018 SAN DEIGO REGION**

The Resident Engineers Academy provides core training in state and federal regulations for Local Agency Resident Engineers. The Academy, partially subsidized by Caltrans, is ideal for both seasoned and newly-hired Resident Engineers. This four-day course provides practical, hands-on training for Resident Engineers. The subject matter experts and instructors use a real-life approach to deliver information utilizing examples, problem-solving activities, and exercises. The Resident Engineers Academy also provides a unique learning environment designed to promote networking. Specifically, participants will learn how to efficiently manage a project from the beginning to completion in compliance with state and federal regulations.

Registration information and links can be found at:

<http://www.localassistanceblog.com/2018/09/18/resident-engineers-academy-2018-19-schedule/>.

Register at the provided “Request to Attend” link only, not through District staff.



**California Department of Transportation (Caltrans), District 11  
DISTRICT LOCAL ASSISTANCE ENGINEER (DLAE) UPDATE  
San Diego Traffic Engineers Council (SANTEC)  
November 15, 2018**

Priority registration will be opened for four (4) weeks, local agencies with more than 3 registrants will be waitlisted, Consultants will be waitlisted, registration is on first-come first-serve basis until the class is filled.

Contact Pauline Cueva 916 651-6872, [Pauline.cueva@dot.ca.gov](mailto:Pauline.cueva@dot.ca.gov)

**Subsidized Classes for Local Agencies**

The California Local Technical Assistance Program is a jointly funded effort between FHWA and Caltrans to provide local governments with training, information, technology and direct assistance to help improve transportation infrastructure. Upcoming courses are listed at this link:

[registration.techtransfer.berkeley.edu/wconnect/ShowSchedule.awp?&Mode=GROUP&Group=:FULL&Title=Complete+Listing](http://registration.techtransfer.berkeley.edu/wconnect/ShowSchedule.awp?&Mode=GROUP&Group=:FULL&Title=Complete+Listing)