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MEETING NOTICE AND AGENDA

MEMBER AGENCIES

- Cities of
- Carlsbad
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- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
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- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North San Diego County Transit Development Board
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Baja California/Mexico

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)

The CTAC may take action on any item appearing on this agenda.

Thursday, February 5, 2004

9:30 to 11:30 a.m.

SANDAG, Conference Room A
 401 B Street, Suite 800
 San Diego, CA 92101-4231

Chair: Fred Luedtke, City of Escondido
 Vice-Chair: Doug Isbell, County of San Diego

Staff Contact: Richard Chavez
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CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)

Thursday, February 5, 2004

ITEM #		ACTION
1.	Introductions	
2.	Public Comments	
+ 3.	Approval of Meeting Summary (Fred Luedtke)	APPROVE
+ 4.	Upcoming Meetings (Richard Chavez) Attached is a listing of the regularly scheduled meetings for 2004. A special meeting to discuss the <i>TransNet Extension</i> is proposed for Friday, February 13, 2004 from 1:30 to 3:30 p.m. CTAC is asked to approve the list of regularly scheduled meeting and the date and time for the special <i>TransNet Extension</i> meeting.	APPROVE
+ 5.	Traffic Signal Optimization Program (Din Daneshfar) The San Diego Regional Traffic Engineer's Council (SANTEC) adopted the Use-It-or-Lose-It policy for Traffic Signal Optimization Program projects. Projects with a delay of three months greater require a recommendation from SANTEC to CTAC to either reallocate funds or grant a schedule extension. SANTEC is recommending a schedule extension with conditions for three projects. Attached is a summary report that will be presented by the SANTEC Chair.	APPROVE
+ 6.	A Day on the Move (Richard Chavez) SANDAG staff is developing a report titled "A Day on the Move: Mobility Status Report for the San Diego Region". The report will attempt to capture the performance of the regions transportation system on an annual basis. This first-ever report is scheduled for release in April 2004. Attached is a summary framework for review and discussion.	DISCUSSION

7. Regional Comprehensive Plan (Bob Leiter) DISCUSSION

On December 19, 2003, the SANDAG Board of Directors released the draft Regional Comprehensive Plan (RCP) for an initial review period lasting through March 1, 2004. The Board is scheduled to approve the final RCP and take action on associated environmental documentation in June 2004. The draft RCP can be found on the SANDAG Web site www.sandag.org. CTAC is asked to review and comment on the draft RCP, especially the transportation chapter, as the final RCP will establish much of the region’s policy framework for future transportation decisions.

8. 2004 STIP (José Nuncio) DISCUSSION

The State Transportation Improvement Program (STIP) is a five year transportation funding program that is updated biennially. No new funds will be available with the 2004 STIP potentially resulting in delays on existing transportation projects. To minimize or avoid delay, staff presented three Grant Anticipation Revenue Vehicle (GARVEE) bond financing options to the Transportation Committee at their January 16, 2004 meeting. The Transportation Committee requested a more detailed report on project priorities, delays and costs. This report will be presented to the Transportation Committee at their February 6, 2004 meeting. This report was not available for the mail-out of the CTAC agenda but will be e-mailed to CTAC members on Monday, February 2, 2004. Copies will be available at the CTAC meeting.

+ 9. 2004 RTIP (Sookyung Kim) INFORMATION

SANDAG staff is in the process of updating the Regional Transportation Improvement Plan (RTIP). The RTIP is a five year program of proposed major highway, arterial, transit, and bikeway projects including the *TransNet* Program of Projects. The RTIP is updated every two years. Agencies are required to submit their updates by March 5, 2004.

10. Environmental Review of Regional Arterial Projects (Muggs Stoll) INFORMATION

Caltrans staff will present an update on the strategy for hiring an environmental consultant to facilitate the development and delivery of environmental documents for Regional Arterial System projects using federal funds.

11. Announcements INFORMATION

CTAC members are encouraged to share items of interest.

The next CTAC meeting is scheduled for Thursday, March 4, 2004.

+ next to an agenda item indicates an attachment.

February 5, 2004

TO: Cities / County Transportation Advisory Committee (CTAC)
FROM: SANDAG staff
SUBJECT: January 8, 2004 Meeting Summary

Results of the meeting are summarized as follows.

Public Comments

There were no comments from the public.

Approval of Meeting Summary

Action: A motion was made, and seconded, to approve the December 4, 2003 meeting summary. Yes – Unanimous. The motion passed.

TransNet Extension

Staff summarized the status of the draft expenditure plan and ordinance and the changes since the last CTAC meeting held December 4, 2003. Currently, the expenditure plan is balanced meaning increases to specific programs must result in decreases to other programs. Staff presented the concept of using TransNet funds to supplement local Prop. 42 funds if there are any unexpected local Prop. 42 fund shortfalls. The draft expenditure plan combined with new Prop. 42 funds would provide local jurisdictions the same funding share as does the current TransNet program. CTAC requested more in-depth analysis on Prop. 42.

City of El Cajon staff presented their letter in opposition the current draft expenditure plan due to the lower TransNet share. The Chair stated that he wished El Cajon staff had been involved with the evolution of the draft expenditure plan as it is intended to capture the required two-thirds majority vote. City of Solana Beach staff asked if SANDAG staff is seeking unanimous support from local agencies for the expenditure plan. Staff stated that without unanimous support it was unlikely TransNet would be extended.

The Chair asked about the possibility of changing the 50/50 state/federal match assumption for capital projects to something like 35/65 in order to free up funding to increase the local share. Staff stated this would increase the risk of not being able to deliver program projects.

City of Coronado staff stated they do not believe that Prop. 42 combined with the draft expenditure plan will provide a share equal to their current share.

City of San Diego staff asked why the program projects are not categorized by highway, transit, and local streets. Staff responded that this is difficult because many of the projects are multi-modal and include combinations of both (e.g. managed lane facilities are used by autos and transit).

County of San Diego staff stated that local Prop. 42 funds could only be used for roadway maintenance. This limits local jurisdictions flexibility for finding adequate funds for capital improvements. Staff responded that local gas tax and local TransNet funds would still be available for capital improvements.

CTAC asked if the proposed transit routes would make the transit system more self sufficient. Staff stated that the proposed additional transit routes would improve system performance making it more competitive and increase fare box recovery. Chula Vista staff asked how the transit operating costs are assumed to be staged. Staff responded that the transit routes are assumed to be implemented one by one over time.

The Chair asked if the proposed environmental mitigation banks would be available for local streets and roads projects. Staff responded that the current thinking is that the mitigation banks would be available for highway, transit and regional arterial projects. County of San Diego staff asked about mitigation bank endowment and "no surprises" issues. Staff responded that they are currently working through those issues.

County of San Diego staff requested additional information on the Developer Impact Fee and Maintenance of Effort issues. The Chair proposed to hold a special CTAC meeting to focus on *TransNet Extension* issues.

Congestion Management Program (CMP) Update

Action: A motion was made, and seconded, to endorse the CMP update and recommend that the update be amended into the CMP. Yes – Unanimous. The motion passed.

2004 State Transportation Improvement Program (STIP)

Staff presented the 2004 STIP that contains no new funding and may require existing funds on existing projects to be moved to future years resulting in project delay. Staff reviewed bonding options that would be presented to the Transportation Committee that could minimize or avoid delay on existing projects. Staff stated there would be no call for Noise Barrier Retrofit Program projects in 2004 due to the fact that the 2004 STIP contains no new funding.

Environmental Consultant

It was reported that Caltrans was continuing to develop the scope of work for an environmental consultant to conduct quality assurance on environmental documents for regional arterial projects using federal funds.

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)

2004 MEETING SCHEDULE

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

Chair: Fred Luedtke, City of Escondido
Vice-Chair: Doug Isbell, County of San Diego

Staff Contact: Richard Chavez
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Date	Start Time	Meeting Room
Friday, February 15*	1:30 – 3:30 p.m.	Conference Room A
Thursday, March 4	9:30 – 11:30 a.m.	Conference Room A
Thursday, April 1	9:30 – 11:30 a.m.	Conference Room A
Thursday, May 6	9:30 – 11:30 a.m.	Conference Room A
Thursday, June 3	9:30 – 11:30 a.m.	Conference Room A
Thursday, July 1	9:30 – 11:30 a.m.	Conference Room A
Thursday, August 5	9:30 – 11:30 a.m.	Conference Room A
Thursday, September 2	9:30 – 11:30 a.m.	Conference Room A
Thursday, October 7	9:30 – 11:30 a.m.	Conference Room A
Thursday, November 4	9:30 – 11:30 a.m.	Conference Room A
Thursday, December 2	9:30 – 11:30 a.m.	Conference Room A

* Special meeting to discuss the *TransNet Extension*.

February 5, 2004

TO: Cities/County Transportation Advisory Committee (CTAC)
 FROM: SANDAG staff
 SUBJECT: Traffic Signal Optimization Program

Introduction

The San Diego Regional Traffic Engineer’s Council (SANTEC) adopted the Use-It-or-Lose-It policy for CMAQ traffic signal projects on September 12, 2002 (below). The adoption of this policy requires a quarterly review of Traffic Signal Optimization program projects of \$100,000 or more. The review is intended to inform the council of projects that are being delayed beyond the schedule adopted for each project by SANTEC. Projects with a delay of three months greater require a recommendation from SANTEC to CTAC to either reallocate funds or grant a schedule extension.

Discussion

The adopted Use-It-or-Lose-It policy states that any reported or anticipated delay in the obligation of funds for preliminary engineering or award of contract for project construction will be reviewed by SANTEC. If a reported or anticipated three month delay exists, then a mandatory recommendation from SANTEC to CTAC to grant a schedule extension or recommend fund reallocation.

This review shows that the following projects have been delayed beyond the original SANTEC approved project schedule:

<u>Agency</u>	<u>Project</u>	<u>Baseline Award Const. Contract</u>	<u>Current Award Const. Contract</u>	<u>Monthly Delay</u>
San Diego	Carmel Mtn. #2 (112)	Dec 03	Mar 04	3
San Diego	Rancho Bernardo (127)	Oct 03	Mar 04	5
Vista	Six Locations Inter. (020)	Jun 03	Dec 03	6

SANTEC reviewed these projects at their January 8, 2004 meeting and approved the following recommendations:

- o Recommend to CTAC to grant a schedule extension for construction award to March 31, 2004 on the Carmel Mountain Road Interconnect (112), Rancho Bernardo Interconnect (127), and Vista project (020). The motion was passed with the stipulation that if the March 31st deadline is not met by the project sponsors, funds will be de-obligated and returned to the Traffic Signal Optimization Program reserve.

Recommendation

SANDAG staff recommends that CTAC approve the recommendations made by SANTEC at their January 8, 2004 meeting.

REGIONAL TRAFFIC SIGNAL PROGRAM

Use-It-or-Lose-It Policy

(San Diego Regional Traffic Engineer's Council Approved September 12, 2002)

1. Member agencies sponsoring Regional Traffic Signal Program projects of \$100,000 or more agree to submit quarterly progress reports. The progress reports will include information on accomplishments this quarter, anticipated progress next quarter, pending issues, schedule, budget and an updated project cost estimate.
2. Member agencies agree to release/deobligate excess project funds to the Regional Traffic Signal Program Reserve as soon as possible.
3. Member agencies sponsoring Regional Traffic Signal Program projects agree to adhere to the project schedule for obligation of funds for preliminary engineering and award of contract for project construction as submitted in the member agency's first quarterly report following adoption of this policy. SANTEC must approve the schedules included in the first quarterly report.
 - a. Any reported or anticipated delay in the obligation of funds for preliminary engineering or award of contract for project construction from the SANTEC approved schedule results in a mandatory review and discussion by SANTEC. SANTEC will offer remedial solutions.
 - b. A reported or anticipated three-month delay in the obligation of funds for preliminary engineering or award of contract for project construction from the SANTEC approved schedule results in a mandatory recommendation from SANTEC to the Cities/County Transportation Advisory Committee (CTAC) to either 1) reallocate project preliminary engineering or construction funding to the Regional Traffic Signal Program Reserve or 2) grant a schedule extension. The local agency will recommend remedial solutions to be reviewed/modified and approved by SANTEC. SANTEC will recommend a length for the extension.
 - c. Projects receiving an extension from CTAC will be reviewed by SANTEC on a quarterly basis. Projects with a reported or anticipated delay beyond the extension date will be subject to section 3b. above.
 - d. Projects having funding deferred will be eligible to compete for future funds.
4. SANDAG will employ the following procedures if there is imminent danger of losing funding due to state or federal use-it-or-lose-it policies. SANDAG staff will present a recommendation to CTAC for discussion and recommendation and then to the Transportation Committee. The staff recommendation will include funding reductions/additions to the Regional Arterial System, Highway, Roadway Maintenance, Traffic Demand Management, and other eligible transportation programs. The recommendation will be project specific and based upon a comparison of the project/program delivery records. The recommendation will be made in an effort to ensure that no funds will ultimately be taken away from the region.

February 5, 2004

TO: Cities/County Transportation Advisory Committee (CTAC)

FROM: SANDAG staff

SUBJECT: A Day on the Move: Mobility Status Report for the San Diego Region

SANDAG's FY 2004 Overall Work Program includes an element to develop a mobility status report for the region. This effort focuses on gathering, analyzing, and reporting an assortment of transportation data in order to understand the performance of the region's transportation system. The report is scheduled for completion in April 2004.

The mobility status report, the first by SANDAG, will document current operations of the freeway, transit, arterial, and "gateway" (i.e. seaport, airport, border crossing) facilities. The report is intended to be general in nature and geared to the general public. The report will be updated on an annual basis, be flexible, and hopefully improve the manner in which transportation performance monitoring data is collected and reported. It will also provide baseline information for determining trends on the region's transportation system. The report will be brief and broken into the following sections.

Regional Characteristics: this section will focus on the rate in regional transportation, population, housing and economic growth as general indicators. It will also focus on the "we can't build our way out of congestion" issue and carpooling trends.

Freeway System: this section will show freeway system growth in usage and identify the most congested freeway bottleneck sections.

Transit System: this section will show transit system usage, congestion, and operator market share. It will also focus on travel time comparison between auto and transit trips.

Arterial System: this section will show arterial system usage and congestion. Results from the Congestion Management Program (CMP) and transit on-time performance monitoring will be used as indicators for arterial system congestion.

System Efficiency: this section will show land use characteristics adjacent to transit stations, vanpool program increases, and time savings due to system management techniques.

Gateway Characteristics: this section will show goods movement tonnage, San Diego Airport passenger volumes, San Ysidro Border Crossing volumes, and truck volumes.

Mobility Strategy: this section will focus on the mobility strategies outlined in the 2030 Regional Transportation Plan.

February 5, 2004

TO: Cities/County Transportation Advisory Committee (CTAC)

FROM: SANDAG staff

SUBJECT: 2004 Regional Transportation Improvement Program (RTIP)

SANDAG is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP) every two years. The RTIP is a multi-year program of proposed major highway, arterial, transit, and bikeway projects including the *TransNet* Program of Projects. The current 2002 RTIP was adopted by the SANDAG Board on June 28, 2002 and covers the five-year period Fiscal Years 2002/03 through 2006/07.

The new 2004 RTIP will cover the five-year period from FY 2004/05 through FY 2008/09. Due to the ongoing state budget issues and no new federal transportation authorization legislation, there is no new funding available during this biennial cycle. Local agencies can submit requests for new projects funded with their local *TransNet* only. For all other projects, submit revisions such as deletions, changes in project scope, funding or phasing for existing programmed projects through FY 2008/09. **Projects in the current 2002 RTIP will NOT automatically carryover into the 2004 RTIP.**

***** THE DEADLINE FOR LOCAL AGENCY PROJECT SUBMITTALS
FOR THE 2004 RTIP IS MARCH 5, 2004 *****

Federal Metropolitan Planning and Air Quality Conformity Regulations identify the required content of RTIPs and prescribe the process for air quality conformity analysis. The RTIP must include all major projects requesting certain categories of federal transportation funding or federal project approval. All regionally significant capacity increasing transportation projects regardless of funding sources must be included in the RTIP for informational purposes and incorporated into the RTIP air quality quantitative emissions analysis. The projects in the RTIP must be based on a reasonable expectation of fund availability and all projects in the first two years (FY 2004/05 and FY 2005/06) must have available or committed funding sources barring unforeseen circumstances. Agencies must ensure that all project submittals have a reasonable expectation of funding in the programmed years.

A detailed memo addressing the process to develop the 2004 RTIP was mailed to CTAC members on January 9, 2004. SANDAG staff is available to meet with local agencies concerning the 2004 RTIP. For your convenience, the detailed memo along with the tables will be available on the SANDAG website – www.sandag.org/2004RTIP. Should you have any questions, please contact Sookyoung Kim at (619)595-5350 or ski@sandag.org.