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MEETING NOTICE AND AGENDA

SAN DIEGO REGIONAL TRAFFIC ENGINEER'S COUNCIL

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

MEMBER AGENCIES

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

Thursday, October 14, 2004

8:30 - 10:30 a.m.

SANDAG, 7th Floor Conference Room
 401 B Street, Suite 800
 San Diego, CA 921101-4231

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

CHAIR: Din Daneshfar, City of National City
 VICE CHAIR: Ed Domingue, City of Escondido

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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

SAN DIEGO REGIONAL TRAFFIC ENGINEER'S COUNCIL

Thursday, October 14, 2004

ITEM #		ACTION
1.	Introductions	
+ 2.	Meeting Summary SANTEC is asked to review and approve the meeting notes of the September 9, 2004 meeting.	APPROVE
3.	Comments from the Public	
4.	New McCain Systems Project Manager (Richard Chavez, SANDAG) SANDAG staff would like to announce that McCain Systems has hired Ken Recchia and Bill Brown. Ken Recchia will undertake RAMS project manager responsibilities and Bill will provide BI Trans user support for the southern California area.	INFORMATION
+ 5.	SANTEC Membership (Alex Estrella, SANDAG) SANDAG staff is updating the SANTEC Membership list and is requesting your assistance in updating and confirming your agency's designated SANTEC representative and alternate. A membership list will be finalized for approval by SANTEC during the October 14, 2004 meeting.	APPROVE
+ 6.	CMAQ Traffic Signal Optimization Program Reserve Project Funding Request Submittals - (Alex Estrella, SANDAG) SANDAG received 11 project funding requests from 7 agencies at a total funding cost of \$1,984,918. The current CMAQ Traffic Signal Optimization reserve balance is \$632,800. SANDAG staff has completed a draft project priority ranking for SANTEC discussion during this item. The project applications for all submittals were provided to SANTEC members, copies will be available at the SANTEC meeting. A brief presentation on each project proposal will be given by each project sponsor during the meeting.	APPROVE
+7.	Upcoming Agenda Items (Alex Estrella, SANDAG) Attached is a list of upcoming agenda items.	INFORMATION
8.	Traffic Signal Optimization Program: Project Bid Item Inventory Various agencies will present information on recent bids for traffic signal projects.	INFORMATION

ITEM #

ACTION

9. Matters from Members

INFORMATION

SANTEC members may bring topics of general interest to the Council.

+ next to an agenda item indicates an attachment.

The next SANTEC meeting is scheduled for November 18, 2004.

S A N T E C

SAN DIEGO REGIONAL TRAFFIC ENGINEER'S COUNCIL
MEETING OF SEPTEMBER 9, 2004

ATTENDEES: Please see SANDAG Staff for Sign In Sheet

DISCUSSION:

1. Introductions

The attendees of the meeting introduced themselves at the request of the Chairman.

2. Comments from the Public

There were no comments from the public.

3. Approval of Minutes

The motioned was made and seconded to approve the SANTEC meeting notes of July 8, 2004. Motion passed.

4. CMAQ Traffic Signal Optimization Program Reserve Balance Update

SANTEC was provided with an update on the CMAQ Traffic Signal Optimization Program reserve balance. The following key points of discussion were raised by SANDAG staff and SANTEC members:

- The reported reserve balance that is available for future funding request stands at \$632,800.
- The reserve amount can be supplemented by anticipated savings expected from the completion and close-out of several projects. The amount that could add to the reserve is estimated at \$246,720 but is subject to final project closing and project invoicing.
- The point was made that the reserve balance (\$632,800) is available for project funding requests for SANTEC consideration at the October 14, 2004 meeting per SANTEC's action made during the July 8, 2004 meeting that approved revisions to the funding allocation process.
- Friday, September 24, 2004 was set as the deadline for agencies interested in submitting funding request applications for SANTEC action during the October 14, 2004 meeting.
- SANTEC members were notified that as part of the approved revisions of the funding allocation process, SANTEC established that future funding request are to be considered on a quarterly basis, and reviewed on a case-by-case and first come/first serve basis.
- Additionally, SANTEC is to provide funding priority to existing projects with justified costs increases and existing projects with scope increase and will give limited consideration to new projects. Limited consideration was defined as funding request with projects that would demonstrate a good value and fit within the merits of the CMAQ Traffic Signal Optimization Program objectives and projects that would demonstrate readiness for immediate implementation and completion within a year.

- SANTEC members wanted to know which applications materials needed to be submitted by September 24. SANDAG staff indicated that funding request for existing projects should follow the funding procedures and submit the necessary information as established in the existing Signal Reserve Allocation Application Forms. For new projects, SANDAG staff indicated that SANTEC has previously reviewed and approved funding for new projects that included the submittal of an original CMAQ Application Form. New projects should submit the same application materials.
- SANTEC members expressed some concern over the amount of information and necessary effort for completing an application for new projects and wanted to know if the application process can be revised. SANDAG staff agreed to review the CMAQ Application and provide SANTEC with a response on this issue. Post Note: staff followed up on this issue and it was determined that the funding application process and requirements can be revised but would require SANTEC's approval.

5. Traffic Calming

SANTEC was provided with two presentations on Traffic Calming as an informational item. The first presentation was given by Kathy Feilen and included an overview of City of La Mesa's speed hump program. Ahmed Aburahmah followed with a presentation on four traffic calming projects recently implemented within the City of San Diego.

On the first presentation, Kathy Feilen presented SANTEC with before and after speed study results from speed hump locations implemented to date. The presentation also highlighted the Four Step process for implementing speed humps as approved by their City Council. In brief, Step One includes reviewing a citizen's request for speed humps to assure that it meets a primary screening safety criteria to determine if speed humps could be used to address traffic calming problems. If the initial primary safety criteria are met, the request is then forwarded to Step Two for further technical assessment and fostering neighborhood support. After the technical assessment is completed, staff then proceeds with an approval and implementation process under Step Three. Step Four provides for a removal process should the City or neighborhood representatives conclude that the speed humps are not working effectively and a determination is made to remove the speed humps.

During the second presentation, Ahmed Aburahmah highlighted before and after study results attained from the implementation of three traffic calming projects throughout the City and included the Collwood Boulevard restriping and V-Calm Sign Installation, the La Jolla Rancho Road Humps project, and the Pershing Dr./Redwood St. Triangle Island restriping project. The presentation also touched on the screening criteria that are considered by the City prior to the installation of a speed humps. The criteria focuses and applies 15 key factors including possible impacts to the residential characteristics, longitudinal grade of the roadway should be 5% or less, and the roadway does not serve as a transit route and is not a primary emergency access route.

SANTEC members were encouraged to contact Kathy Feilen at (619)667-1144 and Ahmed Aburahmah at (619)533-3141 for additional and detailed information on their presentations and related traffic calming efforts.

6. ITS Training Recap

Caltrans staff (Gary Vettese) introduced this item as an informational item and included an overview of the ITS training course conducted on June 30, 2004. The recap touched on seven key points and included:

- (1) The new FHWA ITS Policy only applies to projects authorized after July 1, 2004.
- (2) A "minor ITS project" has some type of IT communication element in the project (ex. interconnecting traffic signals, installing CMS, fiber optic cable, radar and purchasing computer equipment for TOC) of which a majority of the work is within the same jurisdiction (if project scope crosses jurisdictional boundaries, consult with Caltrans as to whether it would be classified as a "minor" or "major").
- (3) A "major ITS project" is one that has multi-modal (i.e. involves highway and transit elements) and/or multi-jurisdictional (i.e. project crosses jurisdictional boundaries) with IT communication elements in project. These could include projects that link a number of traffic signals together across jurisdictions, provide communication links between traffic operation centers, or implement regional transportation management and/or information systems.
- (4) If a project does not have any ITS elements in the project scope that could be classified as "minor" or "major" (i.e. roadway rehabilitation, bridge replacement, etc), then the agency must certify this in their request for federal authorization.
- (5) A SERF form must be completed for "minor ITS projects" and submitted to the DLAE after the initial PE authorization. For "major ITS projects" a SEMP form must also be completed and submitted to FHWA for approval prior to the second PE authorization (Systems Integration/Deployment Phase). Projects with ITS elements that were authorized prior to July 1, 2004 are not subject to the new SERF and SEMP requirements.
- (6) ITS projects that are "PE only" (System planning and analysis, software development, equipment purchases, hardware installation, and less than 10% civil work) should be identified as "PE only" projects in the field review forms and E-76. These projects still need to complete the PES form and obtain CE approval before field implementation.
- (7) ITS projects with a construction phase that requires civil work exceeding 10% of the total project cost will be required to complete PS&E and R/W certifications prior to authorizing any construction funds for the civil work as with any Federal-aid project. Equipment purchases and installation could still be covered in the PE authorization under a service contract (not an A&E contract) which could be procured through CMAS (California Multiple Award Schedule) with documentation of a minimum of 3 bids before awarding the contract. The service contract would still be required to have all the Federal boilerplate inclusions in order to be eligible for reimbursement with Federal funds.

The presentation was followed with an announcement of two upcoming courses. The first course, scheduled for October 7th, will provide an overview of the FHWA/Caltrans procedural requirements for getting federal aid projects started. The second is an ADA Compliance Training course scheduled for October 15th at National University. For additional course information, SANTEC members should contact Caltrans District 11, Local Assistance Training Coordinator, Debora Ledesma-Ribera at (858) 616-6524 or Debora_Ledesma-Ribera@dot.ca.gov.

7. Upcoming Agenda Items

SANTEC members reviewed the list of upcoming agenda items included in the meeting packet. SANDAG staff announced that the November SANTEC meeting was re-scheduled to November 18, 2004 due to Veteran's Day holiday on November 11, 2004.

8. Traffic Signal Optimization Program: Project Bid Item Inventory

There were no bid items presented at the meeting.

9. Matters from Members

Bob Johnson of the City of Carlsbad requested information on policies for installing shields on street lights. The overwhelming response was that there are no known policies that exist for this issue, but the installation of shields on streets is generally driven by the amount of light flood emitted by the street lights, however.

Gena Franco of the City of San Marcos requested information and research on mid-block crosswalks. SANTEC members indicated that there are several agencies including the City of San Diego that have established guidelines for installing mid-block crosswalks. SANTEC members also mentioned that ITE has published several articles on research and related information on this issue and suggested that she review and research the ITE library for possible sources of additional information.

The meeting adjourned at 10:30 a.m.

October 14, 2004

TO: San Diego Traffic Engineer's Council (SANTEC)
FROM: SANDAG staff
SUBJECT: SANTEC Membership

SANDAG staff is updating the SANTEC Membership list and is requesting your assistance in confirming your agency's designated SANTEC representative and alternate. Per SANTEC Bylaws, membership shall consist of a traffic engineering representative from each local agency and only members or designated alternate may vote. Accordingly, each agency is allowed one (1) vote except for the City of San Diego who is allowed three (3) votes, and Caltrans and the County of San Diego are allowed two (2) votes each. Per direction by SANDAG Executive Staff and in line with the Transportation Committee membership structure, an NCTD and MTS representative has been added to the SANTEC membership roster. SANDAG legal staff may propose changes to SANTEC bylaws in accordance with Brown Act compliance at an upcoming SANTEC meeting. Please review the existing membership roster (see Table 1), provide updated information as necessary, and come prepared to approve a final membership list during the October 14, 2004 meeting.

Table 1 – SANTEC Member List

Agency	SANTEC Member	SANTEC Member Alternate
City of Carlsbad	Robert T. Johnson	Jim Murray
City of Chula Vista	Samir M. Nuhailey	
City of Coronado	Dave Johnson	
City of Del Mar	John P. Keating	
City of El Cajon	Ed Krulikowski	Trev Holman
City of Encinitas	Rob Blough	Raymond Guarnes
City of Escondido	Ed Domingue	Bruce Grafrath
City of Imperial Beach	Hank Levien	Arnold Torma - KOA
City of La Mesa	Kathy Feilen	Cameron Berkuti
City of Lemon Grove	Majed A. Al-Ghafry	Rafael Munoz
City of National City	Din Daneshfar	
City of Oceanside	Paul Pace	Richard Clements
City of Poway	Zoubir A. Ouadah	
City of San Marcos	Gena Franco	Omar Dayani
City of Santee	Dennis Barnes	
City of Vista	Art Brown	
City of San Diego	Duncan Hughes	Gary Pence
City of Solana Beach	Jim Greenstein	
County of San Diego	Mike Robinson	Hank Morris
Caltrans	Cindee Feaver	Dale Wilson
MTS	Conan Cheung	Mark Thompson
NCTD	Stefan Marks	Kurt Lurhsen

October 14, 2004

TO: San Diego Traffic Engineer's Council (SANTEC)
FROM: SANDAG staff
SUBJECT: CMAQ Traffic Signal Optimization Program Reserve – Project Proposals

Introduction

At its September 9, 2004 meeting SANTEC was provided with an update on the funds available under the CMAQ Traffic Signal Optimization Program reserve for future funding requests. The current CMAQ Traffic Signal Optimization reserve balance is \$632,800. According to funding allocation revisions approved by SANTEC during the July 8, 2004 meeting, SANTEC agreed to review and take action on funding request during the October 14, 2004 SANTEC meeting. Accordingly, an application submittal deadline of September 24, 2004 was established for funding request submittals for SANTEC action during the October 14, 2004 meeting.

Attached for your information is the list of projects submitted for funding request and SANTEC action. Each project proposal was reviewed for completeness and CMAQ Traffic Signal Optimization Program eligibility by SANDAG staff. A total of 11 project proposals from seven local agencies were submitted at a total cost of \$1,984,918.

Project Proposal Funding Recommendation

On July 8, 2004 SANTEC approved that reserve funding allocation give priority to existing projects with justified cost increases and existing projects with scope increases and limited consideration should be given to new projects. Of the 11 project proposals, one project proposal was submitted as an existing project with a funding request of \$107,000. The remaining project proposals were submitted as new project funding requests totaling \$1,877,918. Limited consideration was defined as funding request with projects that would demonstrate a good value and fit within the merits of the CMAQ Traffic Signal Optimization Program objectives and projects that would demonstrate readiness for immediate implementation and completion within a year. Accordingly, staff has completed a draft project priority ranking list for your review and discussion based on the funding allocation procedures and expected benefits and support for achieving Mobility 2030 goals including improving mobility along the Regional Arterial System (RAS).

As presented in Exhibit 1 (CMAQ Reserve Funds – Proposal Results), the first project is the City of Lemon Grove's Completion of Traffic Signal Interconnect System and is classified as the only project proposal submitted as an existing project at a total cost of \$107,000, which is \$44,700 over the eligibility amount of \$62,300 under the established CMAQ traffic signal reserve allocation procedures.

The second priority tier of projects includes funding proposals for new projects which have been ranked by value per intersection. These projects have been ranked by the best value per intersection that fall within the Regional Arterial System as defined in the 2030 Regional Transportation Plan. The Regional Arterial System consist of key local roadways that serve high volumes and serve significant amount of mobility throughout the region. Criteria defining the Regional Arterial System are contained in the 2030 RTP, Appendix 7. The Regional Arterial System defines roads eligible for SANDAG funding allocation priority as established in Mobility 2030. The RAS has been included as part of the Regional Transportation Plan project selection process since 1989.

A copy of each project application has been provided to SANTEC voting members last for their review. SANTEC attendees wishing to request a set of copies prior to the meeting, should contact Alex Estrella at (619) 699-1928. Copies will also be made available during the SANTEC meeting. Each project sponsor is scheduled to provide a brief presentation and will be available to answer any questions on their proposed funding request during our October 14, 2004 meeting.

Exhibit 1 – CMAQ Reserve Funds – Project Proposal Results for October, 2004

Agency	Project	Project Description	Funding Request	Estimated Date of Completion	Improve Regional System Mobility including RAS	RAS Benefits	RAS Segment (Number of Intersections)	# of RAS Intersections	\$ per RAS Intersection
Existing Project Submittal									
City of Lemon Grove*	Completion of Traffic Signal Interconnect System	Completion of Construction Activities of Phase IV, Installation of radio interconnect on Lemon Grove, Traffic Signal Timing, Micro Simulation	\$107,000	July, 2005	YES	Improvements to Broadway Blvd.	Broadway (9), Massachusetts Ave. (5), Lemon Grove Ave. (2)	16	\$ 6,688
New Project Submittals									
SANDAG	Regional Integrated Workstation (RIWS)	Complete development and deployment of the Regional Integrated Workstation. The Workstation provides local agencies access to the Inter-modal Transportation Management System enabling inter-modal sharing of data and functional capabilities.	\$200,000	December, 2005	YES	RIWS allows for more proactive and dynamic management of traffic caused by significant events and major accidents, and coordination of Regional Arterial System signals with freeway ramps.	Total signals along RAS 1,683	1,683	\$ 119
SANDAG	Regional Arterial Management System (RAMS)	Complete integration with RIWS and provide for communications network the Regional Arterial Management System	\$400,000	September, 2006 (For overall project) - However, project funds will be used within a year of Authorization to proceed to maintain progress	YES	RAMS will support signal systems operations along Regional Arterial System	Total signals along RAS 1,683	1,683	\$ 238
City of Escondido	Traffic Signal Retiming along Centre City Parkway	Retiming/updates of synchronization of all 14 traffic signals along Centre City Parkway to account for changes to traffic volumes/patterns of recent years.	\$48,868	September, 2005	YES	RAS Improvement to Centre City Pkwy	Centre City Parkway (14)	14	\$ 3,491
City of San Diego	Navajo Road Traffic Signal Interconnect	Install wireless communication systems to interconnect seven traffic signals along Navajo Road Between Park Ridge Blvd. and Lake Murray Blvd.	\$50,000	Less than one year after Authorization to Proceed	YES	RAS Improvement to Navajo Rd.	Navajo Rd. (7)	7	\$ 7,143
NCTD	SPRINTER Rail Project-Grade Crossing/Traffic Signal Optimization Study	Complete needs assessment study to optimize traffic signal systems responses to SPRINTER pre-emption signals at 22 key intersections along the SPRINTER rail corridor.	\$165,000	Nine months after Authorization to Proceed	Yes - Study Area along Oceanside Blvd. and Santa Fe Ave.		Oceanside Blvd., Santa Fe Rd. (22)	22	\$ 7,500
City of San Diego	Del Mar Heights Traffic Signal Interconnect	Interconnect 17 traffic signals along Del Mar Heights Road, El Camino Real and Carmel County Road as well as two Caltrans traffic signals.	\$183,350	44 Weeks after Authorization to Proceed	YES	RAS Improvement to Del Mar Heights Rd., Camino Real, and Carmel County Road	Del Mar Heights Rd. (10) El Camino Real (6)	16	\$ 11,459
City of Chula Vista	Expansion of Adaptive Traffic Signal System (SCATS)	Provide expansion of the Adaptive Traffic Signal System and the upgrades of SCATS licenses from 16 to 32 intersections, purchase and installation of eight new video detection systems, installation/reconfiguration of communications infrastructure.	\$300,000	Spring 2005	Yes - 80% of Potential Site Locations fall within RAS		80% of Potential Site Locations fall within RAS	13	\$ 23,077

Exhibit 1 – CMAQ Reserve Funds – Project Proposal Results for October, 2004

Agency	Project	Project Description	Funding Request	Estimated Date of Completion	Improve Regional System Mobility including RAS	RAS Benefits	RAS Segment (Number of Intersections)	# of RAS Intersections	\$ per RAS Intersection
City of San Diego	Balboa Avenue Traffic Signal Interconnect	Interconnect 5 traffic signals along Balboa Avenue between Genesee Avenue and Mission Bay Drive and provide fiber optic communications between 36 traffic signals in Pacific Beach and the City's Traffic Management Center.	\$331,700	Less than one year after Authorization to Proceed	YES	RAS Improvement to Balboa Blvd.	Balboa (5), Mission Bay Dr. to Genesee Ave.	5	\$ 66,340
MTS, City of San Diego, SANDAG	San Diego Trolley Signalized On-Street Study	Evaluate the on-street operation of San Diego Trolley on signalized arterials in the downtown area and recommend an operations management scheme for movement of the trolley through the signalized intersections (21) and necessary capital improvements.	\$100,000	Less than one year after Authorization to Proceed	Study Area - Key Regional Transit Corridor	Only one intersection falls within RAS	Market St. and 12th St. (1)	1	\$ 100,000
City of San Diego	PPLT at 5 Locations	Install protected/permissive left turn phasing at 5 locations that are currently fully protected. Intersections are Mission Blvd. at Pacific Beach Drive, Reed Avenue, and Santa Clara Point. Frost Street at Health Center Drive and Governor Drive at Gulls	\$99,000	44 Weeks after Authorization to Proceed	No			0	N/A

Existing Project Submittals Funding Request

\$107,000

New Project Submittals Funding Request

\$1,877,918

Total Funding Request

\$1,984,918

Current Reserve Balance

\$632,800

Notes:

* Funding Eligibility \$62,300 for Existing Projects previously programmed in RTIP per existing CMAQ traffic signal reserve allocation procedures.

RAS - the Regional Arterial System defines roads eligible for SANDAG funding allocation priority as established in Mobility 2030. The RAS has been included as part of the Regional Transportation Plan project selection process since 1989.

Projects ranked by intersections that fall within Regional Arterial System. Value per intersection is calculated for each project.

N/A - Proposed Project Sites not within Regional Arterial System, no value per intersection calculated and not eligible for ranking.

UPCOMING AGENDA ITEMS

November 18, 2004 (Note change of Date due to Veteran's Day Holiday)

- Transportation Project Status Report (SANDAG)
- California Multiple Award Schedule (CMAS), (Stephen Baker, Caltrans)
- CMAQ Traffic Signal Optimization Program Reserve Balance (Alex Estrella, SANDAG)
- CMAQ Traffic Signal Optimization Program Funding Recommendation for updating San Diego Traffic Generators Manual and/or Installation of CMP Traffic Monitoring Stations (Alex Estrella, SANDAG) – TBD

December 9, 2004

- Automatic Vehicle Classification Project (AVC) (Alex Estrella, SANDAG)
- Traffic Signal Interconnect Inventory for Regional Arterial System (Alex Estrella, SANDAG)