MEETING NOTICE AND AGENDA

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)

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

Thursday, November 4, 2004

9:30 a.m. 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

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CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)

Thursday, November 4, 2004

ITEM #   **ACTION**

1. Introductions

+2. Meeting Summary (Fred Luedtke)   APPROVE

The meeting summary for the October 7, 2004, meeting is attached. CTAC is asked to review and approve the meeting summary.

3. Public Comments

4. TransNet Extension (Craig Scott)   DISCUSSION

SANDAG staff will provide a brief summary of the November 2, 2004, election results regarding Proposition A, TransNet Extension.

5. RCP Implementation and RTP Update (Bob Leiter)   INFORMATION

SANDAG staff will present the strategy to implement the recently approved Regional Comprehensive Plan (RCP) and to update the Regional Transportation Plan (RTP). Interrelated RCP and RTP issues include: transportation project evaluation criteria, smart growth incentive program, smart growth concept map, land use and transportation performance indicators, and an updated regional growth forecast. A summary report will be e-mailed to CTAC members and copies will be available at the meeting.

+6. Smart Growth Incentive Program (Stephan Vance)   APPOINT

SANDAG staff requests that CTAC appoint members to an Ad Hoc Working Group to establish details of the Smart Growth Incentive Program established by the 2030 Regional Transportation Plan. A summary memo is attached.

+7. Grade Separations for Rail Transit Crossings (José Nuncio)   APPOINT

SANDAG staff requests that CTAC appoint members to an Ad Hoc Working Group to establish evaluation criteria and a prioritized list of regional grade separations for rail transit crossings. A summary memo is attached.

+8. Traffic Count Database (Bill McFarlane)   SUPPORT

SANDAG staff is proposing to develop a uniform system for reporting and storing traffic counts. SANDAG staff is asking CTAC to support staff efforts to establish an Ad Hoc Working Group consisting of San Diego Regional Traffic Engineer's Council (SANTEC) members to develop this system. A summary memo is attached.

+9. Regional Arterial System Program (Richard Leja)   DISCUSSION

City of San Diego staff will lead a discussion (time allowed) on issues related to Regional Arterial System Program project milestones and schedule extension requests. Attached is a summary of the issues.

10. Announcements   INFORMATION

   CTAC members are encouraged to share items of interest. The next CTAC meeting
   is scheduled for Thursday, December 2, 2004.

+ next to an agenda item indicates an attachment.

November 4, 2004

TO: Cities / County Transportation Advisory Committee (CTAC)

FROM: SANDAG staff

SUBJECT: October 7, 2004 Meeting Summary

Results of the meeting are summarized as follows.

Public Comments

Erica Warren from State Senator Hollingsworth's office provided an update on proposed legislation being carried by the Senator. The pending legislation includes issues related to SR-79, four-day school weeks, pilot certification for the Department of Forestry and Fire Protection, disaster relief, and use of surplus school property proceeds.

Approval of Meeting Summaries

The meeting summary for the July 1, 2004, meeting was approved as presented.

Membership

SANDAG staff presented the CTAC Membership List and requested the addition two new member agencies including Metropolitan Transit System (MTS) and North County Transit District (NCTD). Staff recommended the addition of MTS and NCTD as voting members so CTAC more closely matches the voting structure of the SANDAG Transportation Committee. CTAC member agencies revised the listed members and alternates lists and unanimously approved the revised CTAC Membership List including the addition of MTS and NCTD as voting members.

Progress Report on Transportation Projects

SANDAG staff presented the Quarterly Progress Report on Transportation Projects April-June 2004 previously presented to the SANDAG Board of Directors on September 24, 2004. The report was provided to CTAC members for informational purposes. Chandra Collure (Solana Beach) clarified that funds listed for the I-5 Lomas Santa Fe Avenue interchange modification project included currently frozen TCRP funds. Carmen Kasner (Del Mar) stated that the TransNet Program table in the report showed that there was funding available for Del Mar but that SANDAG staff was telling her that there was no funding available. SANDAG staff stated they would follow up on this issue.

TransNet Extension

SANDAG staff presented a short public education video presentation regarding the proposed *TransNet Extension*. Chandra Collure (Solana Beach) asked about the results of recent polling. Staff responded that the recent polling conducted by the private campaign supporting the TransNet Extension showed support in the 66 to 74 percent range. Erica Warren (Sen. Hollingsworth) asked what impact the County Board of Supervisors opposition to the TransNet Extension was having on the polls. Staff responded that the private campaign supporting the TransNet Extension has reported that Supervisor Slater and Horn's opposition was not having an impact but that Supervisor Jacob's opposition was having an impact. Supervisors Cox and Roberts support the TransNet Extension.

Smart Parking

Rick Warner from Acme Innovation, Inc., presented a parking system that would allow an agency to centrally manage parking resources through the use of vehicle detection and communication devices built into pavement markers placed in each parking space. Mr. Warner stated the system can be implemented though a web based interface with parking customers allowing for advanced reservations. Mr. Warner stated the system can also be interfaced with field enforcement allowing for real-time management.

Announcements

Gwen Denny (Caltrans) distributed a letter dated October 7, 2004, to CTAC defining member agency status in meeting Disadvantaged Business Enterprise (DBE) requirements for FY 05. Ms. Denny also distributed a life-cycle analysis training opportunity scheduled for October 12, 2004.

November 4, 2004

TO: City/County Transportation Advisory Committee

FROM: SANDAG Staff

SUBJECT: Pilot Smart Growth Incentive Program

Introduction

MOBILITY 2030, the Regional Transportation Plan (RTP) adopted in 2003, called for a five-year, $25 million smart growth incentive program to "foster the integration of smart growth land uses and transportation facilities in our communities." Under the pilot program envisioned in MOBILITY 2030, grant funds would be made available to local jurisdictions for projects that help integrate transportation and land use, such as transit oriented developments and other smart growth projects that make areas more conducive to mixed land uses, walking, and biking.

The Regional Comprehensive Plan (RCP) expanded the concept of smart growth incentives, discussing a wide range of potential incentives, including regional transportation funding, local incentives, and other resources. It also reinforced the importance of a focused incentive program that made direct investments into improvements that will facilitate smart growth development.

This report describes how an initial pilot program could be implemented over the next year to fund ready-to-go demonstration projects that will showcase the benefits of good urban design that integrate transportation facilities with adjacent land uses to create livable smart growth areas. Ultimately, SANDAG envisions that a longer-term Smart Growth Incentive Program would be funded through the extension of the *TransNet* program (Proposition A).

Funding for the Pilot Smart Growth Incentive Program

Staff has identified the Transportation Enhancement Activities (TEA) program as a funding source for the initial pilot program. The California Transportation Commission (CTC) has produced an estimate of federal TEA funds available to regional agencies. Approximately $17 million is available to the San Diego region for the period covering FY 2005 to FY 2009. With a required local match of 11.88 percent, this will fund $19.3 million in projects. Some or all of these funds could be used for an initial call for projects in a pilot Smart Growth Incentive Program. Additional TEA funds may be available once the federal transportation program reauthorization is completed.

Eligible Uses of TEA Funds

The TEA program was implemented by the federal government to support enhancements to the transportation system that were not normally funded under traditional funding programs. There are a variety of eligible uses for TEA funds[1], but in the San Diego region, SANDAG has focused the use of these funds on four project types that supported key regional priorities:

- Projects supporting transit oriented development
- Regional corridor and feeder bikeways
- Scenic viewshed or wildlife corridor acquisitions
- Corridor or gateway enhancements.

Funded projects in the last TEA cycle (FY 1998 to FY 2004) included:

- Mid-City Gateway Project at the El Cajon Boulevard and University Avenue overcrossings of SR-15 (City of San Diego)
- Silver Strand improvements (Cities of Coronado and Imperial Beach)
- Construction of the Coastal Rail Trail (Cities of Oceanside, Carlsbad, Encinitas, and Solana Beach)
- San Ysidro Intermodal Transportation Center (Metropolitan Transit Development Board)
- Biological Core and Linkage Area habitat acquisition (Cities of Encinitas and Escondido)
- Escondido Creek acquisition (County of San Diego)
- East Village (Park Boulevard) Transit Station improvements (MTDB)
- Mission Beach Boardwalk (City of San Diego)
- El Cajon Boulevard revitalization (City of La Mesa)

Several of these projects are examples of the kinds of projects that could be funded under a smart growth incentive program. The San Diego Mid-City Gateway Project, the East Village Transit Station improvements, and the San Ysidro station improvements enhanced the pedestrian environment in the immediate vicinity of existing or future transit station areas. The La Mesa El Cajon Boulevard revitalization resulted in an improved streetscape that has generated private sector interest redevelopment projects within the corridor. The Coastal Rail Trail will provide enhanced bicycle and pedestrian access to Coaster stations, and the Mission Beach Boardwalk improvements addressed the impacts of bicycle and pedestrian congestion in the densely developed community of Mission Beach.

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[1] Eligible uses of TEA funds include: (1) provisions of facilities for pedestrian and bicycles; (2) provision of safety and educational activities for pedestrians and bicyclists; (3) acquisition of scenic easements and scenic or historic sites; (4) scenic or historic highway programs; (5) landscaping and other scenic beautification; (6) historic preservation; (7) rehabilitation and operation of historic transportation buildings, structures or facilities; (8) preservation of abandoned railway corridors; (9) control and removal of outdoor advertising; (10) archaeological planning and research; (11) environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; and (12) establishment of transportation museums.

Adapting the TEA Program to a Smart Growth Incentive Program

Staff proposes to adapt the existing structure of SANDAG's TEA program to function as a Pilot Smart Growth Incentive Program. Among the issues that will need to be addressed are:

- How much of the $17 million available should be allocated in the initial call for projects? Based on past experience with the TEA program, interest in the program will be very high, with applications far exceeding the available revenue. Even so, it could be advantageous to split the funds into two calls for projects. This would provide an opportunity to refine the program if necessary, and give agencies a second opportunity to develop competitive projects based on the experience of the first cycle.

- The incentive program proposed in the RCP envisioned the incentives being used in smart growth areas identified on the Smart Growth Area Concept Map, but that map will still be under development when the pilot program call for projects is issued. How can the pilot program focus the incentives into appropriate areas of the region? One approach would be to require projects to support areas with high existing levels of public transit activity. If that were the case, how would unincorporated areas of the region qualify?

- What types of projects should qualify? Because TEA-funded projects must have a relationship to the transportation system, it is recommended that the pilot program focus on implementing ready-to-go projects that improve access to transit, and on transportation-related improvements that encourage the smart growth development envisioned in the RCP.

- How should the criteria for the pilot program be developed? The existing TEA program can be modified to meet the more limited goals of the pilot program, and that may be done by SANDAG staff, in consultation with the Regional Planning Technical Working Group (TWG) and CTAC. For the longer term incentive program, the RTP stated that SANDAG's Regional Planning Committee and Transportation Committee, along with working groups of planning and public works directors and other local agencies and interest groups, would craft the details of this program. In this case, staff recommends establishing an ad hoc working group made of up members of the TWG, CTAC, and stakeholders to help revise existing TEA criteria. Recommendations from the ad hoc working group would be brought back to the TWG and CTAC for their consideration. TWG and CTAC would make recommendations to the Regional Planning and Transportation Committees.

Proposed Schedule and Next Steps

The following is a proposed schedule and next steps for developing the Pilot Smart Growth Incentive Program:

October/November 2004	Staff develops a first draft revised pilot program based on existing TEA program for TWG and CTAC review.
November/December 2004	Pilot Smart Growth Incentive Program concept is presented to Regional Planning Committee and Transportation Committee.
December 2004	TWG and CTAC make recommendations on the pilot program to the Regional Planning Committee and Transportation Committee.
January 2005	Regional Planning Committee and Transportation Committee approve pilot program.
February 2005	SANDAG issues call for projects.
March 2005	Projects applications submitted by local agencies to SANDAG. Projects are evaluated and ranked, and TWG and CTAC make recommendations on rankings to policy committees.
April 2005	Regional Planning Committee and Transportation Committee approve projects.
May 2005 – July 2005	Caltrans review of projects, and CTC approval. Projects are added to the Regional Transportation Improvement Program.

The TWG discussed this item at their October 14, 2004 meeting. Comments from the TWG were supportive of this approach. Among the issues raised were concerns that the program fund high quality projects and agencies that are not successful in the initial call for projects be given feedback to help them when resubmitting the project in future cycles. One agency expressed an interest in having a single call for projects for the entire $17 million.

Longer Term Smart Growth Incentive Program

SANDAG envisions that a longer-term Smart Growth Incentive Program would be funded through the extension of the *TransNet* program (Proposition A). Proposition A includes a two percent set-aside that would provide an average of $7 million per year over the 40-year measure (2008-2048). As the pilot incentive program is being developed, staff also will begin planning for the longer-term program.

November 4, 2004

TO: Cities/County Transportation Advisory Committee (CTAC)

FROM: SANDAG staff

SUBJECT: Regional Grade Separation Study

Introduction

Many of the new or improved rail transit services in the Regional Transportation Plan, MOBILITY 2030, traverse the street network. As rail transit service frequency is increased over time, it will become important to examine the need for rail grade separations at critical intersections throughout the region. There have been a number of requests for rail grade separations due to current transit service frequency and conditions. MOBILITY 2030 includes $200 million for regional rail grade separations. SANDAG staff proposes to work with the transit agencies and local jurisdictions to develop a regional evaluation process and criteria to prioritize intersections throughout the region. The $200 million is intended to fund those top priority projects as determined through this regional evaluation. To date, staff has concluded a literature search for criteria utilized in California, other states, and the federal government.

Criteria Development

Staff requests CTAC to appoint members to an Ad Hoc Working Group develop the San Diego Regional Grade Separation Criteria. The Working Group will be required to establish a charter and schedule for this effort. This effort will entail review of existing criteria used in California and elsewhere, and subsequent review and analysis of proposals for the regional criteria. The Working Group will recommend the criteria to the full CTAC for its review and recommendation to the Transportation Committee.

Another task for the Working Group is to develop a prioritized list of grade separation projects. Staff will work with the Working Group to develop this list based upon the regional criteria approved by the Transportation Committee. The Working Group will recommend the prioritized list to the full CTAC for its review and recommendation to the Transportation Committee.

MOBILITY 2030 identifies a $200 million program for rail separated grade crossings. The specific funds and details for this program have not yet been established. SANDAG staff is requesting CTAC support in developing this program in order to be ready for future funding opportunities. The time commitment for this effort is estimated at one two-hour meeting a month for ten months.

November 4, 2004

TO: Cities/County Transportation Advisory Committee

FROM: SANDAG staff

SUBJECT: A Proposal to Improve the Traffic Count Database

Introduction

SANDAG staff is proposing the development of a uniform system for reporting and storing traffic counts. This new system could provide all jurisdictions with more effective tools for analyzing, reporting, and mapping traffic count information, and also streamline the procedures for importing local counts into SANDAG's regional traffic count database. The new procedures would require both SANDAG and local jurisdictions to change current practices. SANDAG staff is seeking CTAC's support to begin working with the San Diego Regional Traffic Engineer's Council (SANTEC) to form an Ad Hoc Working Group to help design such a system.

SANDAG staff is not proposing a mandatory regional program and those jurisdictions that have a significant investment in their existing programs may certainly opt out. Participation by a sufficient number of local jurisdictions would be necessary to make the project cost effective.

Background

SANDAG began collecting traffic counts from the local jurisdictions in 1977. This traffic count information has had three major uses:

- producing traffic flow maps;
- monitoring regional travel trends (such as vehicle miles of travel); and
- validating traffic volumes estimated by SANDAG's transportation models.

The data collection process has remained virtually unchanged over the past 25 years. Each year SANDAG staff asks jurisdictions to manually update counts with any new counts that have been taken. The format of the data we receive varies widely, depending on each jurisdiction's current practices.

Over the last several years, many jurisdictions have established their own computerized traffic count files. SANDAG staff would like to automate traffic count collection by simply importing spreadsheets from each jurisdiction. However, this is currently not possible because each jurisdiction has developed their file formats independently, and each one is different.

Proposal

The Ad Hoc Working Group would develop a common format for storing traffic counts. This could take the form of a standardized Excel spreadsheet where each traffic count location would be assigned a unique station number. SANDAG staff would take the lead in converting old count formats to the new format. SANDAG staff would write applications to provide each jurisdiction with at least the same functionality as their current systems have for reporting, analyzing, and charting traffic counts. SANDAG staff would train local jurisdiction staff on use of the new system.

Once the new system was operational, jurisdictions would convert to the new system and log traffic counts into the new format. Jurisdictions would e-mail their spreadsheets to SANDAG when regional count files need to be updated.

If desired, and if sufficient resources are available, the basic approach outlined above could be expanded to add capabilities such as:

- distributing counts over the Web using Internet mapping applications;
- archiving hourly, directional counts in addition to daily counts; and
- augmenting local counts with a regional count program.

SANDAG staff is interested in hearing CTAC's comments on this proposal. If CTAC supports the proposal, staff will take the next step and present the idea to SANTEC and ask SANTEC members to participate on the Ad Hoc Working Group.

November 4, 2004

TO: Cities/County Transportation Advisory Committee

FROM: Richard Leja, City of San Diego

SUBJECT: Regional Arterial System Program – Project Review Subcommittee

Introduction

The Project Review Subcommittee is responsible for making recommendations to CTAC in regards to the implementation of the SANDAG Use-it-or-Lose-it policy for the Regional Arterial System Program. The Subcommittee has struggled with two key issues over past meetings including the reasonableness of project milestone dates and when it is appropriate to recommend or not recommend a schedule extension. The following is a discussion on these two issues for the full CTAC's consideration and discussion.

Project Milestones

Project managers are responsible for establishing project milestones for Regional Arterial System project grant funds. This is a requirement of the Use-it-or-Lose-it policy. The environmental clearance milestone is difficult to pin down because the exact scope of an environmental document is unknown. Given the complexity of the federal and state processes that need to be followed, a certain amount of study is needed to make this determination.

The schedule for transportation projects (particularly major ones) are severely affected by major elements of the Capital Improvement Program (CIP) process, particularly scope, environmental document level/detail, Caltrans studies, and right-of-way acquisition. This effect is even more acute for projects under the federal process, due to the longer and more involved processes. For this reason, it is crucial that we have a common understanding of the assumptions made relative to these issues when a project's schedule is established under the Use-It-or-Lose-It policy. So, I propose that a clear, scope, type of environmental document, Caltrans studies required, and amount/type of right-of-way take be re-confirmed and listed for every project, once the grant is established. Ideally, this should be a refinement of the info in the original application. It usually takes several months for the grant money to be authorized. My opinion is that projects should only be subject to the Use-It-or-Lose-It policy for those portions of the delays that are not attributable to unforeseeable changes in any of these assumptions (e.g., a pure lack of delivery).

Schedule Extensions

When a project is considered for funding, a number of criteria are evaluated including congestion relief, connectivity (filling gaps between road segments), access to transit improvements, etc. When a project schedule slips, the project is reviewed and a schedule extension is recommended or not recommended. This is a requirement of the Use-it-or-Lose-it policy.

During the review of a project with a schedule slip, it is necessary to review the benefits (at least the key ones) of the project to properly evaluate the extension request. For this reason, I recommend that project managers list and update their key benefits when requesting a schedule extension. The updated list of key benefits should not be a copy of the benefits listed in the original application. Additional information should be available. The project manager should be able to put together a brief update on key project benefits like traffic congestion reduction, traffic usage, providing a missing link, etc. It will be much easier to recommend schedule extensions for projects with the best benefits. Updating project benefits will also lay the groundwork shifting funds among top projects if that becomes necessary.