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MEETING NOTICE AND AGENDA

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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.

Thursday, December 9, 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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SAN DIEGO REGIONAL TRAFFIC ENGINEER'S COUNCIL

Thursday, December 9, 2004

ITEM #		ACTION
1.	Introductions	
+ 2.	Meeting Summary SANTEC is asked to review and approve the meeting notes of the November 18, 2004 meeting.	APPROVE
3.	Comments from the Public	
4.	Election of SANTEC Officers The Council will confirm the appointment of Ed Domingue as Chair and will elect a Vice Chair for the 2005 Calendar Year.	ELECT
+ 5.	CMAQ Traffic Signal Optimization Program Reserve Project Funding Request Submittals (Alex Estrella, SANDAG) The Council will proceed with reviewing project funding requests originally presented during the October 14, 2004 meeting. Project funding requests submittals totaled \$1,887,918 and the CMAQ Traffic Signal Optimization reserve balance available for allocation is \$523,000. SANDAG staff has completed a draft project priority ranking for SANTEC's consideration as an initial project review discussion. 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. A summary memo is attached.	APPROVE
+6.	Upcoming Agenda Items (Alex Estrella, SANDAG) Attached is a list of upcoming agenda items.	INFORMATION
7.	Traffic Signal Optimization Program: Project Bid Item Inventory Various agencies will present information on recent bids for traffic signal projects.	INFORMATION
8.	Matters from Members SANTEC members may bring topics of general interest to the Council.	INFORMATION

+ next to an agenda item indicates an attachment.

The next SANTEC meeting is scheduled for January 13, 2005.

S A N T E C

SAN DIEGO REGIONAL TRAFFIC ENGINEER'S COUNCIL MEETING OF NOVEMBER 18, 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. Approval of Meeting Summary

The motioned was made and seconded to approve the SANTEC meeting notes of October 18, 2004. Motion passed.

3. Comments from the Public

There were no comments from the public.

4. SANTEC Membership

Action on the proposed revisions to the SANTEC membership was withdrawn from the agenda by SANDAG staff. SANDAG staff indicated that membership issues for standing SANDAG committees are to be addressed by SANDAG's Executive Committee. Furthermore, it was also stated that no standing committee or SANDAG staff has the authority to add, subtract memberships or committees. All standing SANDAG committees are subject to SANDAG's Executive Committees review and approval under Board Policy 001. Accordingly, the item was revised to approve the recommendation of appointing several SANTEC members to work with SANDAG staff to develop a SANTEC Charter. The development of the Charter will provide the basis for establishing SANTEC's objectives, purpose, and membership. The completed Charter will be forwarded to SANDAG's Executive Committee for review and approval. SANDAG staff indicated that SANTEC should conduct business as usual until the Charter is approved.

The motioned was made and seconded to withdraw the action for revising the SANTEC membership. The motioned passed. SANTEC proceeded with approving the recommendation of having SANTEC work with SANDAG staff for developing a SANTEC Charter and appointing seven SANTEC members for this effort. The members include Ed Krulikowski (City of El Cajon), Mike Robinson (County), Duncan Hughes (City of San Diego), Bob Johnson (City of Carlsbad), Majed Al-Ghafry (City of Lemon Grove), and Ed Domingue (City of Escondido). SANTEC members also agreed to extend the invitation to Stefan Marks (NCTD). SANDAG staff and SANTEC agreed to have a final Charter completed by February 2005. Meetings for developing the SANTEC Charter will be coordinated by SANDAG staff.

5. Regional Arterial Management Systems (RAMS) Project

SANDAG Staff gave an informational update on the Regional Arterial Management System (RAMS) project. The presentation included an overview on the RAMS project background,

System Architecture, System Functionality, and project Deployment schedule. Key points of discussion during the presentation included:

- The project was initiated in 1998 with the objective of enhancing interjurisdictional coordination of traffic signals.
- A Cooperative Agreement between Caltrans and SANDAG was executed in 1998 for undertaking the RAMS project.
- To date, SANDAG has implemented the project with oversight assistance from the Traffic Systems Technical Working Group.
- The RAMS total project cost is \$1.6 million and only \$1.2 million has been secured to date. The \$1.2 million is funded through a variety of sources including the Priority Corridor Showcase program, Caltrans New Technology program, and the CMAQ Traffic Signal Optimization program.
- A key component of the RAMS system architecture includes the deployment of QuickNet4+. This upgrade will allow the implementation of multiagency signal timing operations. The deployment of a communications network and server is also part of the RAMS project. The network will allow the RAMS project to link with the regional communications network, the Inter-Modal Transportation Management System (IMTMS).
- The implementation of multi-agency signal timing plans will be subject to predetermined and agreed upon conditions established by the operating agencies. System Functionality requirements have been developed and are specified in the RAMS Design document completed in 2003.
- Current activities have focused on QuickNet 4+ software development and initial deployment efforts along three agencies, Caltrans, City of Chula Vista, and City of San Diego. Subsequent RAMS work efforts will include final deployment (Phase 7) along 13 other jurisdictions that use QuicNet 4. The RAMS project is expected to be completed by September of 2006.

The following key points were raised by SANTEC members following staff's presentation:

- SANTEC members requested an update on the system testing conducted by McCain Systems. Staff indicated that the hardware has been procured and that system testing efforts will get underway for the initial deployment agencies. System testing will be completed before final deployment is undertaken.
- SANTEC members inquired about the funding need and expected product that will be delivered with the \$1.2 million that is currently available. SANDAG staff indicated that there remains a funding need of \$400,000 which will cover work efforts that will allow RAMS to link with the regional integrated workstation. Funding for this effort is being pursued through the CMAQ Traffic Signal Optimization Program. The next federal re-authorization bill is another funding source option.
- Since the Traffic Systems Technical Working Group is composed by SANTEC members and the RAMS initial deployment is underway, it was agreed that there was no need for

the Traffic Systems Technical Working Group. It was agreed that future RAMS progress reports or issues should be reported at SANTEC meetings on a quarterly basis.

6. Traffic Count Database

SANDAG Staff presented a proposal for developing traffic count database system that will allow for uniform platform for traffic count data reporting, storing, and management. SANDAG staff indicated that the proposal was presented to CTAC on November 4, and SANDAG received CTAC's support for establishing a SANTEC Ad Hoc working group for developing the database system. SANDAG staff would take the lead in developing the database system with the input and participation of the Ad Hoc working group.

SANTEC members agreed that there is a need to improving and coordinating traffic count collection, reporting, and management efforts. SANTEC proceeding with approving that SANTEC establish an Ad Hoc group that would work with SANDAG staff in developing a traffic count database. The following SANTEC members were appointed to the working group Zoubir Ouadah (City of Poway), Dale Wilson (Caltrans), Walt Huffman and Amy Navarro (City of San Diego), Dave Johnson (City of Coronado), John Keating (City of Del Mar), and Rafael Munoz (City of Lemon Grove).

7. Upcoming Agenda Items

Staff distributed a listing of upcoming agenda items. SANTEC members reviewed the list and suggested that the December meeting include an item on election of SANTEC officers for the 2005 calendar year.

8. Traffic Signal Optimization Program: Project Bid Item Inventory

There were no bid items presented at the meeting.

9. Matters from Members

Ed Krulikowski of the City of El Cajon pointed out that there are several inconsistencies between the 2003 MUTCD and the California Supplement. Steve Celniker of SANDAG stated that there is a Senate Bill currently under review and for the Governor's signature that would address such issues. The Bill is only intended to address provisional inconsistencies and not enforcement authority. SANTEC member suggested that this would be an issue of interest that should be raised at the upcoming California Traffic Control Devices Committee meeting.

Jack Boda of SANDAG announced that the vote count for Proposition A was still ongoing and the current voting results indicated a slight lead above the needed two thirds for approval.

Zoubir Ouadah requested information on meeting ADA requirements during the construction of new traffic signals. SANTEC members indicated that based on their experience, sidewalks should reflect newly adopted ADA requirements even if a wheel chair ramp was in place before the construction of the new signal.

The meeting adjourned at 10:30 a.m.

December 9, 2004

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

Introduction

At its October 14, 2004 meeting, SANTEC was provided with an update and summary of funding requests proposals submitted for funding under the CMAQ Traffic Signal Optimization Program reserve balance. During the same meeting, SANTEC had the opportunity to review the only project submitted and classified as an existing project. SANTEC reviewed and approved the City of Lemon Grove's Completion of Traffic Signal Interconnect System with a project total cost of \$107,000.

The current CMAQ Traffic Signal Optimization reserve balance is now \$523,000. Attached for your information is the list of projects submitted for funding request that remain to be reviewed by SANTEC. These projects were classified as new projects and include a total of 10 project proposals from 6 agencies at a total cost of \$1,877,918. Each project proposal was reviewed for completeness and CMAQ Traffic Signal Optimization Program eligibility by SANDAG staff.

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. 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. The projects that remain to be reviewed were submitted as new project funding requests totaling \$1,877,918. Accordingly, staff has completed a 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).

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 consists 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 as part of the October meeting packet 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 December 9, 2004 meeting.

Exhibit 1 – CMAQ Reserve Funds – Project Proposals 2004

Exhibit 1 - CMAQ Reserve Funds - Project Proposal Results - New Projects									
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
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/updating 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 Proposals 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	SANTEC Approved - Oct. 14, 2004					
New Project Submittals Funding Request			\$1,877,918						
December 9, SANTEC Meeting Funding Request Total			\$1,877,918						
Current Reserve Balance			\$523,000						
<p>Notes: 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.</p>									

UPCOMING AGENDA ITEMS

January 13, 2005

- SANTEC Charter – Draft Charter Update (SANTEC Ad Hoc Working Group Members)
- California Multiple Award Schedule (CMAS) (Stephen Baker, Caltrans)
- CMAQ Traffic Signal Optimization Program Reserve Balance Program Funding Requests (Alex Estrella, SANDAG) – If needed

February 10, 2005

- SANTEC Charter – Completion of Charter (SANTEC Ad Hoc Working Group Members)
- SANTEC Meeting Location Rotation
- Status of the ITE Highway Capacity Task Force (Erik Ruehr, Task Force Chair)
- Transportation Project Status Report (SANDAG)

March 10, 2005

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