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January 10, 2014

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TO: City Managers/County CAO
 Cities/County Transportation Advisory Committee (CTAC)
 Local Agency *TransNet* Program Contacts
 Metropolitan Transit System
 North County Transit District
 Caltrans

FROM: Michelle Merino, Associate Financial Analyst

SUBJECT: 2014 Regional Transportation Improvement Program

This memo outlines the process and schedule for the next update to the Regional Transportation Improvement Program (RTIP). The 2014 RTIP is scheduled for SANDAG Board adoption September 26, 2014. The RTIP is a multi-year program of proposed major transportation projects, including the *TransNet* Program of Projects (POP). The 2014 RTIP will cover the five-year period from Fiscal Year 2014/15 through Fiscal Year 2018/19.

SANDAG, acting as the San Diego County Regional Transportation Commission, approves the *TransNet* POP as an element of the RTIP. In developing and approving the list of *TransNet* POP to be included in the RTIP, each agency and SANDAG must comply with all provisions of the *TransNet* Ordinance and Expenditure Plan, in addition to any other implementing ordinances, policies, and rules as appropriate.

Due to the anticipated September adoption of the draft 2014 RTIP, for *TransNet* purposes, the 2012 RTIP will continue to be in effect until September 2014. For federal and state funded projects, the 2012 RTIP will be in effect until the federal adoption of the 2014 RTIP, anticipated to be in mid-December.

Pursuant to federal and state laws and the *TransNet* Ordinance, agencies are required to submit projects that cover the next five fiscal years. The SANDAG Board of Directors, at its July 25, 2014, meeting, is scheduled to release the draft 2014 RTIP, including its air quality conformity determination for a 30-day public comment period and set the September 5, 2014, Transportation Committee meeting to hold a public hearing. Upon close of public hearing, and pending any changes, the Transportation Committee is scheduled to recommend that the SANDAG Board adopt the final 2014 RTIP at its September 26, 2014, meeting. In order to meet this timeline, the agencies must submit projects in ProjectTrak no later than **March 14, 2014.**

2050 REGIONAL TRANSPORTATION PLAN:

The 2050 Regional Transportation Plan (RTP) is the long range transportation vision for the region. The RTIP implements the projects identified in the initial years of the RTP. The RTIP is required to be consistent with the projects in the RTP including scope, cost, and schedule. The current 2050 RTP was approved by the SANDAG Board of Directors on October 28, 2011. Capital projects, beyond the initial study phase, cannot be included in the RTIP unless it also included in the RTP.

BACKGROUND

Federal Metropolitan Planning and Air Quality Conformity Regulations identify the required content of the RTIP and prescribe the process for air quality conformity analysis. The RTIP must include all major projects requesting certain categories of federal/state transportation funding or federal project approval. All regionally significant and/or capacity increasing transportation projects, regardless of funding sources, are required to be included in the RTIP and incorporated into the regional air quality quantitative emissions analysis. All projects included in the 2014 RTIP must be consistent with the 2050 RTP for the San Diego region.

The projects in the RTIP must be based on committed or reasonable expectation of funds availability for all projects constrained by year, based on available revenues. A major component of the RTIP includes the state and federal transportation projects adopted by the California Transportation Commission (CTC) for the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP). The CTC is scheduled to adopt the 2014 STIP in March 2014.

The 2014 RTIP details the major projects anticipated to be initiated and/or implemented during the period FY 2014/15 to FY 2018/19. Projects using the following categories of federal, state, and local funding must be included in the RTIP:

Federal Transportation Funds

- 1) Regional Surface Transportation Program (RSTP)
- 2) Congestion Mitigation and Air Quality Program (CMAQ)
- 3) Transportation Alternative Program (TAP)¹
- 4) Highway Bridge Program/High Risk Rural Roads (HBP/HRRR)
- 5) Highway Safety Improvement Program (HSIP)
- 6) Federal Lands Highways/Indian Reservation Roads (IRR)
- 7) Federal Demonstration/High Priority Projects – carryover only (DEMO/HPP)
- 8) Federal Transit/ Rail Administration programs (FTA/FRA)
- 9) Federal Transit/Highway Discretionary Projects
- 10) Public Lands Highway (PLH)
- 11) Any other federal transportation programs

¹ TAP funds include Transportation Enhancements, Recreational Trails, Safe Routes to School and other federal discretionary programs

State Transportation Funds

- 1) STIP - Regional and Interregional Improvement Programs (STIP-RIP/IIP)
- 2) State Highway Operation and Protection Program (SHOPP)
- 3) Funding from Proposition 1A/1B programs
- 4) Traffic Congestion Relief Program – carryover only (TCRP)
- 5) Any other state transportation programs

Local Transportation Funds

- 1) *TransNet* - Sales Tax Measure (all fund types)
- 2) Local Funds (developer fees, gas tax, toll funds, etc.) at agencies' discretion

For federal programs and certain state programs, there are specific local match requirements. The local match must be programmed in the year and phase in which the funds are anticipated to be obligated. If utilizing Toll Credits as the match, they must be programmed in the RTIP, however, they will not be included as part of the total cost of the project.

***TransNet* – LOCAL STREET IMPROVEMENTS**

Any major project with a total cost of \$300,000 or more should be individually listed in the RTIP. SANDAG encourages agencies to “lump sum” or aggregate individual projects costing less than \$300,000 and of a similar type of work (e.g., minor roadway resurfacing) as a single project as long as the type of work being proposed is consistent with the air quality exempt project classifications (see Tables 1 and 2).

TransNet Revenue Estimates: The actual fund allocations to each agency will be based on monthly sales tax receipts from the State Board of Equalization with the fund distribution updated annually using current population and maintained miles data as published by the state. The five year revenue estimate is not available at this time; however this information will be distributed electronically and posted on the RTIP Web site as well as in the Reports section of ProjectTrak as soon as it becomes available towards late January or early February.

Public Hearing: Board Policy No. 31 requires each local agency to hold a public hearing prior to adoption of the 2014 RTIP for *TransNet* funded projects. The submittals must include evidence of formal action by the legislative bodies of the cities and the County - i.e., governing body resolution. Attachment A is a sample resolution SANDAG encourages agencies to use for this purpose. Agencies can add to, but not delete or replace, any section of the resolution.

Requirement under *TransNet* Ordinance: The *TransNet* Ordinance includes several requirements, including the Bicycle and Pedestrian accommodation, congestion relief and maintenance distribution, maintenance of effort formula, and the Regional Transportation Congestion Improvement Program. Sections relevant to programming are shown in Attachment B.

Independent Taxpayer Oversight Committee (ITOC): The *TransNet* Ordinance includes the responsibilities of the ITOC. One of its main responsibilities is to review and recommend to the Transportation Committee or the Board the *TransNet* POP proposed by local agencies (see Section 11 of the Ordinance).

Debt Financing: For those agencies with project cash flow needs that exceed the estimated *TransNet* revenues available, debt financing options are available for either short-term (Commercial Paper program) or for the long-term (long-term bond). *TransNet* Policy prescribes the requirements for debt financing. Council/Board resolution and an executed Memorandum of Agreement are required before any debt can be issued. Projects funded through this mechanism are required to be programmed in the RTIP. To participate, interested agencies should contact Lisa Kondrat-Dauphin at Lisa.Kondrat-Dauphin@sandag.org.

The *TransNet* Ordinance and the *TransNet* Policy documents are also available on the RTIP Web site. Agencies are encouraged to review the pertinent sections of the ordinance and within the policy for further information. The 2014 RTIP Web site can be accessed through the following link: www.sandag.org/2014RTIP.

BICYCLE PROJECTS

In September 2013, the SANDAG Board adopted the Regional Bike Plan Early Action Program (EAP) which prioritized regional bike projects to be funded with, among other programs, the *TransNet* Bicycle, Pedestrian, and Neighborhood Safety Program (BPNS) and the Transportation Development Act (TDA) Bike program. Additionally, the Board approved to set-aside \$1 million per year to support local non-motorized projects. For projects funded under the call for projects process with local agencies as the lead agency are generally listed as a group project listing in the RTIP as Various Agencies (V12). EAP projects are listed under SANDAG as the lead agency which can be either group project listing or individually listed. If a bike project is funded with federal or state funds in addition to the local *TransNet* or TDA bike funds, those projects can be listed individually by the sponsoring agency.

CONGESTION MANAGEMENT PROCESS (CMP)

Pursuant to 23 CFR 450.320, each Metropolitan Planning Organization area designated as a Transportation Management Area (TMA) that is non-attainment for ozone or carbon monoxide, may not program federal funds for any project that will result in a significant increase in carrying capacity for single occupant vehicles (SOV) unless the project results from a congestion management process (CMP). Any capacity increasing project seeking federal funds must have conducted a congestion management analysis before it can be programmed in the RTIP. Agencies must demonstrate their projects are in compliance of this regulation as part of the submittal process in ProjectTrak. More information on this process will be discussed during the 2014 RTIP Update workshop and is also available at, the following Web site: www.sandag.org/cmp.

FEDERAL AIR QUALITY CONFORMITY REQUIREMENTS

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase the transportation system capacity. This includes major local and developer funded projects and any other state or federally funded projects that might not otherwise appear in the RTIP, as well as new projects or major changes in project scope for existing

programmed projects. Agencies are asked to review all their capacity increasing (CI) projects in the current 2012 RTIP and provide updated information as necessary. This level of information is necessary to provide accurate regional transportation/emissions forecast modeling. In addition to the written information, agencies are required to provide diagrams (before and after) for each capacity increasing project. Projections of pollutant emissions are developed for several analysis years based on the estimated project opening dates. Attachment C provides guidance on the type of information required for each CI project and samples of maps/diagrams.

The U.S. Environmental Protection Agency's Air Quality Conformity Rule includes a list of project categories that are exempt from air quality conformity determinations or regional emissions analysis. Table 1 provides a list of projects exempt from air quality conformity determination and Table 2 lists the types of projects exempt from regional emissions analysis. These projects can be included and subsequently amended into the RTIP without a conformity finding or a new regional emissions analysis.

2014 RTIP REVIEW, ADOPTION, AND UPDATE SCHEDULE

The 2014 RTIP is due to the state by September 30, 2014. Attachment E provides the RTIP schedule. Important dates to remember are the following:

- **March 14, 2014** – Projects (including CI maps/CMP information) due in ProjectTrak Projects submitted after this date will not be accepted
- June 27, 2014 – Signed resolutions for *TransNet* funded projects uploaded in ProjectTrak
- July 25, 2014 – SANDAG Board is scheduled to release the draft 2014 RTIP and conformity determination for public comment
- September 5, 2014 – Transportation Committee is scheduled to hold Public Hearing
- September 26, 2014 – SANDAG Board is scheduled to adopt the 2014 RTIP
- December 17, 2014 – Anticipated federal approval of the Final 2014 RTIP

SUPPLEMENTAL INFORMATION

This memo and all attachments are available on the 2014 RTIP Web site – www.sandag.org/2014RTIP.

SANDAG is scheduled to hold a workshop for the 2014 RTIP Update on Wednesday, January 30, 2014, from 9 a.m. to 12 p.m. The workshop will be held at the SANDAG offices located at 401 B Street, San Diego, CA 92101 on the 7th floor in the Board Conference Room. This workshop is to provide additional details to member agencies and to provide an overview of the process and requirements for project submittals and related programming issues. Additional information for 2014 RTIP Update workshop will be distributed separately and will be posted on the 2014 RTIP Web page as soon as it is available.

Should you have any questions specific to *TransNet* Ordinance or Policy, please contact Ariana zur Nieden at (619) 699-6961 or Ariana.Zurnieden@sandag.org; for all other questions or clarifications, contact me at (619) 595-5608 or Michelle.Merino@sandag.org.

MMER/ais

Attachments

LIST OF ATTACHMENTS

Table 1	Projects Exempt from Air Quality Conformity Determination
Table 2	Projects Exempt from Regional Emissions Analysis
Attachment A	<i>TransNet</i> Resolution Template
Attachment B	Relevant Sections of <i>TransNet</i> Ordinance
Attachment C	Project Description Guidelines for Capacity Increasing Projects/Sample Diagram
Attachment D	RTP TA-20 SANDAG Federal Congestion Management Process
Attachment E	Schedule for the 2014 RTIP

TABLE 1
PROJECTS EXEMPT FROM AIR QUALITY CONFORMITY DETERMINATION*

SAFETY	
<ul style="list-style-type: none"> - Railroad/highway crossing - Safer non-Federal-aid systems roads - Increasing sight distance - Traffic control devices and operating assistance other than signalization projects - Pavement resurfacing and/or rehabilitation - Emergency relief (23 USC 125) - Skid treatments - Adding medians - Lighting improvements - Emergency truck pullovers 	<ul style="list-style-type: none"> - Projects that correct, improve, or eliminate a hazardous location or feature - Shoulder improvements - Highway Safety Improvement Program implementation - Railroad/highway crossing warning devices - Guardrails, median barriers, crash cushions - Pavement marking - Fencing - Safety roadside rest areas - Truck climbing lanes outside the urbanized area - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
MASS TRANSIT	
<ul style="list-style-type: none"> - Operating assistance to transit agencies - Rehabilitation of transit vehicles - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc) - Construction of small passenger shelters and information kiosks - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 	<ul style="list-style-type: none"> - Purchase of support vehicles - Purchase of office, shop, and operating equipment for existing facilities - Construction or renovation of power, signal, and communications systems - Reconstruction or renovation of transit buildings and structures (eg, rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) - Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771
AIR QUALITY	
<ul style="list-style-type: none"> - Continuation of ride-sharing and van-pooling promotion activities at current levels 	<ul style="list-style-type: none"> - Bicycle and pedestrian facilities
OTHER	
<ul style="list-style-type: none"> - Specific activities which do not involve or directly lead to construction, such as: <ul style="list-style-type: none"> Planning and technical studies Grants for training and research programs Planning activities conducted pursuant to titles 23 and 49 USC Federal-aid systems revisions - Sign removal - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) 	<ul style="list-style-type: none"> - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action - Noise attenuation - Emergency or hardship advance land acquisitions (23 CFR 710.503) - Acquisition of scenic easements - Plantings, landscaping, etc - Directional and informational signs - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes

*Source: Part II Environmental Protection Agency 40 CFR Parts 53 & 93 Transportation Conformity Rule, as amended, January 24, 2008.

TABLE 2

PROJECTS EXEMPT FROM REGIONAL EMISSIONS ANALYSIS*

ALL PROJECTS	
- Intersection channelization projects	- Intersection signalization projects at individual intersections
- Interchange reconfiguration projects	- Changes in vertical and horizontal alignment
- Truck size and weight inspection stations	- Bus terminal and transfer points

**Source: Part II Environmental Protection Agency 40 CFR Parts 53 & 93 Transportation Conformity Rule, as amended, January 24, 2008.*

RESOLUTION OF THE CITY/COUNTY OF []
ADOPTING THE *TRANSNET*
LOCAL STREET IMPROVEMENT PROGRAM OF PROJECTS
FOR FISCAL YEARS 2015 THROUGH 2019

WHEREAS, on November 4, 2004, the voters of San Diego County approved the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (*TransNet* Extension Ordinance); and

WHEREAS, the *TransNet* Extension Ordinance provides that SANDAG, acting as the Regional Transportation Commission, shall approve on a biennial basis a multi-year program of projects submitted by local jurisdictions identifying those transportation projects eligible to use transportation sales tax (*TransNet*) funds; and

WHEREAS, the City/County of [] was provided with an estimate of annual *TransNet* local street improvement revenues for fiscal years 2015 through 2019; and

WHEREAS, the City/County of [] has held a noticed public meeting with an agenda item that clearly identified the proposed list of projects prior to approval of the projects by its authorized legislative body in accordance with Section 5(A) of the *TransNet* Extension Ordinance and Rule 7 of SANDAG Board Policy No. 31;

NOW THEREFORE,

BE IT RESOLVED that pursuant to Section 2(C)(1) of the *TransNet* Extension Ordinance, the City/County of [] certifies that no more than 30 percent of its annual revenues shall be spent on local street and road maintenance-related projects.

BE IT FURTHER RESOLVED that pursuant to Section 4(E)(3) of the *TransNet* Extension Ordinance, the City/County of [] certifies that all new projects, or major reconstruction projects, funded by *TransNet* revenues shall accommodate travel by pedestrians and bicyclists, and that any exception to this requirement permitted under the Ordinance and proposed shall be clearly noticed as part of the City/County of []'s public hearing process.

BE IT FURTHER RESOLVED that pursuant to Section 8 of the *TransNet* Extension Ordinance, the City/County of [] certifies that the required minimum annual level of local discretionary funds to be expended for street and road purposes will be met throughout the 5-year period consistent with the most recent Maintenance of Effort Requirements adopted by SANDAG.

BE IT FURTHER RESOLVED that pursuant to Section 9A of the *TransNet* Extension Ordinance, the City/County of [] certifies that it will extract \$2,209, plus all applicable annual increases, from the private sector for each newly constructed residential housing unit in that jurisdiction, and shall contribute such exactions to the Regional Transportation Congestion Improvement Program (RTCIP).

BE IT FURTHER RESOLVED that pursuant to Section 13 of the *TransNet* Extension Ordinance, the City/County of [] certifies that it has established a separate Transportation Improvement Account for *TransNet* revenues with interest earned expended only for those purposes for which the funds were allocated.

BE IT FURTHER RESOLVED that pursuant to Section 18 of the *TransNet* Extension Ordinance, the City/County of [] certifies that each project of \$250,000 or more will be clearly designated during construction with *TransNet* project funding identification signs.

BE IT FURTHER RESOLVED that the City/County of [] does hereby certify that all other applicable provisions of the *TransNet* Extension Ordinance and SANDAG Board Policy No. 31 have been met.

BE IT FURTHER RESOLVED that the City/County of [] agrees to indemnify, hold harmless, and defend SANDAG, the San Diego County Regional Transportation Commission, and all officers and employees thereof against all causes of action or claims related to City/County of []'s *TransNet* funded projects.

PASSED AND ADOPTED by the City/County of [] on the ____ day of ____, 2014.

Relevant Sections of the *TransNet* Ordinance

Section 2(C)(1)

Local Street and Road Program:...In developing projects, "At least 70% of the revenues provided for local street and road purposes should be used to fund direct expenditures for construction of new or expanded facilities, major rehabilitation and reconstruction of roadways, traffic signal coordination and related traffic operations improvements, transportation-related community infrastructure improvements to support smart growth development, capital improvements needed to facilitate transit services and facilities, and operating support for local shuttle and circulator routes and other services. No more than 30% of these funds should be used for local street and road maintenance purposes. A local agency desiring to spend more than 30% of its annual revenues on local street and road maintenance-related projects shall provide justification to the Commission as part of its biennial project list submittal. The Commission shall review each local agency's biennial project list submittal and make a finding of consistency with the provisions of this" (See Rule 18 of Board Policy 31)

Section 4(E)(3)

"All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the costs of including bikeways and walkways would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines." (see Rule 21 of Board Policy 31)

Section 6

PROJECT PROGRAMMING APPROVAL: "The Commission shall biennially approve a five-year project list and a biennial program of projects to be funded during the succeeding two fiscal years with the revenues made available under Section 4 herein. The program of projects will be prepared as part of the Regional Transportation Improvement Program (RTIP) process as required by state and federal law. A public hearing will be held prior to approval of the program of projects." (see Rule 7 of Board Policy 31)

Section 8

MAINTENANCE OF EFFORT: "It is the intent of the Legislature, as stated in the Act, and the Commission that revenues provided from this measure be used to augment, not supplant existing local revenues being used for the purposes set forth in Section 4 herein. Each local agency receiving revenues pursuant to Section 4(D) shall annually maintain as a minimum the same level of local discretionary funds expended for street and road purposes on average over the last three fiscal years completed prior to the operative date of this Ordinance (Fiscal Years 2000-01, 2001-02, 2002-03), as was reported in the State Controller's Annual Report of Financial Transactions for Streets and Roads and as verified by an independent auditor. The maintenance of effort level as determined through this process shall be subject to adjustment every three

years based on the Construction Cost Index developed by Caltrans. Any increase in the maintenance of effort level based on this adjustment shall not exceed the growth rate in the local jurisdiction's General Fund revenues over the same time period. The Commission shall not allocate any revenues pursuant to Section 4(D) to any eligible local agency in any fiscal year until that local agency has certified to the Commission that it will include in its budget for that fiscal year an amount of local discretionary funding for streets and roads purposes at least equal to the minimum maintenance of effort requirement. An annual independent audit shall be conducted to verify that the maintenance of effort requirement for each agency was met. Any local agency which does not meet its maintenance of effort requirement in any given year shall have its funding under Section 4(D)(1) reduced in the following year by the amount by which the agency did not meet its required maintenance of effort level. In the event that special circumstances prevent a local agency from meeting its maintenance of effort requirement, the local agency may request up to three additional fiscal years to fulfill its requirement. Such a request must be approved by the Commission. The Independent Taxpayer Oversight Committee shall also review such requests and make recommendations to the Commission. Any local street and road revenues not allocated pursuant to the maintenance of effort requirement shall be redistributed to the remaining eligible agencies according to the formula described in Section 4(D)(1). The maintenance of effort requirement also shall apply to any local agency discretionary funds being used for the other purposes specified under Section 4. In addition, revenues provided from this Ordinance shall not be used to replace other private developer funding that has been or will be committed for any project."(see Rule 22 of Board Policy 31)

Section 9.

REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (RTCIP): A. New Development Exactions: Starting on July 1, 2008, each local agency in the San Diego region shall contribute \$2,000 in exactions from the private sector, for each newly constructed residential housing unit in that jurisdiction to the RTCIP. These exactions shall ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements, as defined in San Diego Association of Governments' (SANDAG's) most recent, adopted Regional Transportation Plan. New residential housing units constructed for extremely low, very-low, low, and moderate income households, as defined in California Health and Safety Code Sections 50105, 50106, 50079.5 and 50093, will be exempted from the \$2,000 per unit contribution requirement. The amount of contribution shall be increased annually, in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index published by the Engineering News Record or similar cost of construction index. Each local agency shall establish an impact fee or other revenue Funding Program by which it collects and funds its contribution to the RTCIP. Each local agency shall be responsible for establishing a procedure for providing its monetary contribution to the RTCIP. The RTCIP revenue will be used to construct improvements on the Regional Arterial System such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for regional express bus and rail transit. This action is predicated on the desire to establish a uniform

mitigation program that will mitigate the regional transportation impacts of new development on the Arterial system.

While the RTCIP cannot and should not fund all necessary regional transportation network components and improvements, the RTCIP will establish a new revenue source that ensures future development will contribute its pro rata share towards addressing the impacts of new growth on regional transportation infrastructure.

B. Oversight, Audit and Funding Allocations

The Regional Transportation Congestion Improvement Program (RTCIP) shall be overseen by SANDAG and implemented by each local agency, with the objective of developing a consolidated mitigation program for the San Diego region as a funding source for the regional Arterial System. The RTCIP and each local agency's Funding Program shall be subject to an annual review and audit to be carried out by the SANDAG and the Independent Taxpayers Oversight Committee, as defined in Section 11 of this Ordinance. Any local agency that does not provide its full monetary contribution required by Section (A) in a given fiscal year will not be eligible to receive funding for local streets and roads under section 4(D)(1) of the *TransNet* Ordinance for the immediately following fiscal year. Any funding not allocated under 4(D)(1) as a result of this requirement shall be reallocated to the remaining local agencies that are in compliance with this Section.

C. Implementation of the Regional Transportation Improvement Program (RTCIP)

Provisions for implementation of the RTCIP are described in the document titled "*TransNet* Extension Regional Transportation Congestion Improvement Program," which is hereby incorporated by reference as if fully set forth herein. (See Rule 23 of Board Policy 31)

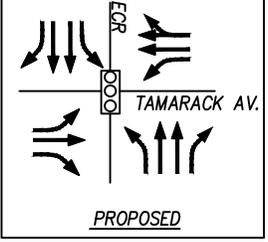
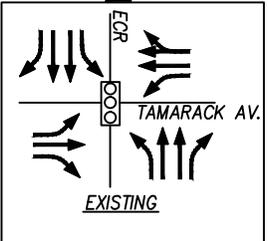
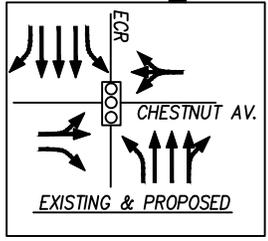
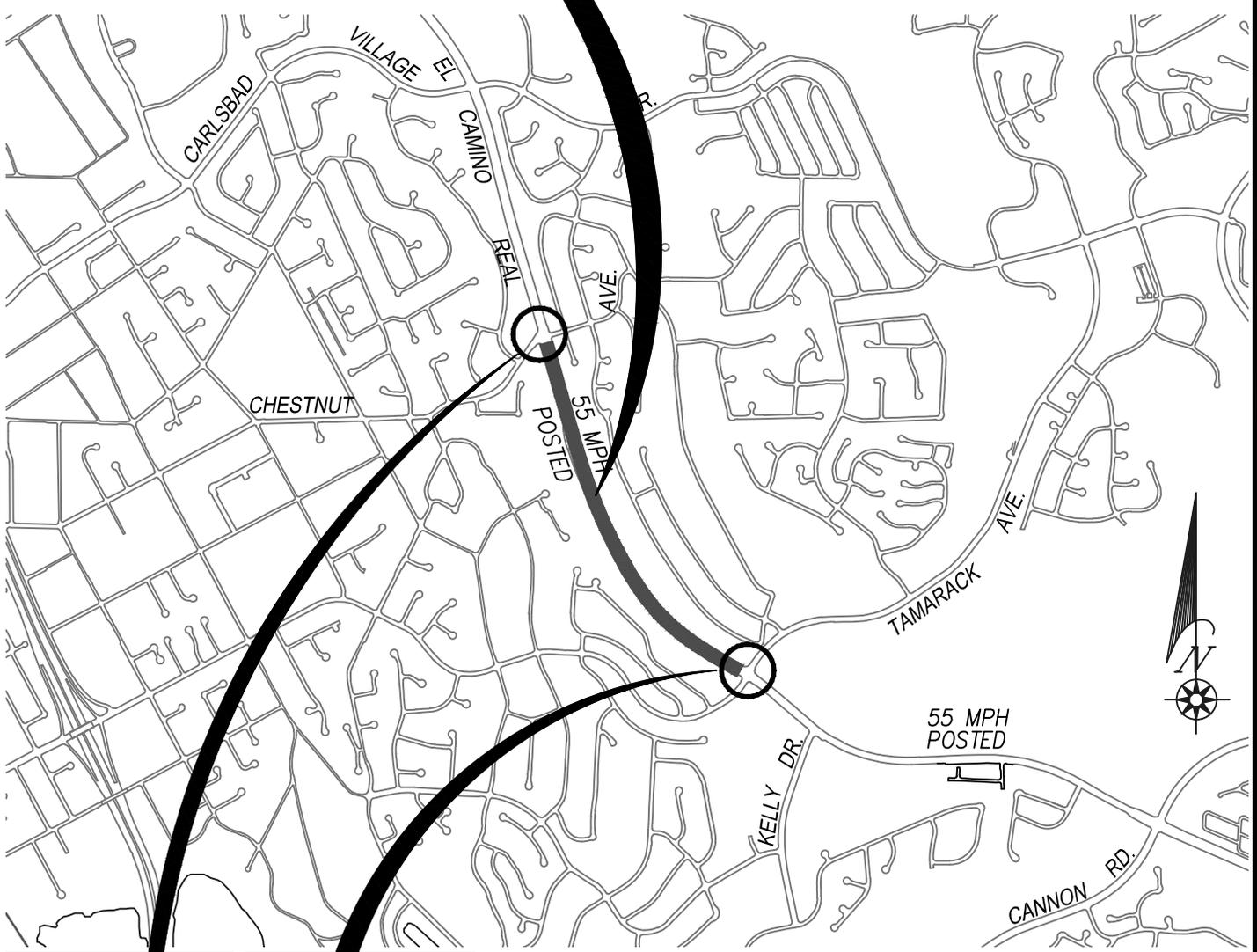
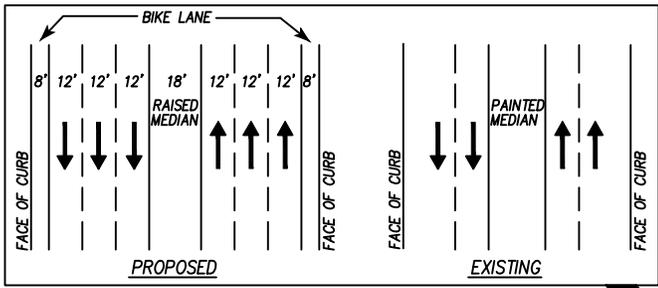
Project Description Guidelines for Capacity Increasing Projects

For the entire length of the project we need the existing and future geometrics for both the roadway and intersection details of the project:

	Surface Street	Freeway Ramp	Freeway
Roadway Detail	# of Lanes by Direction (Indicate if One-Way Street) Posted Speed Median Type <ul style="list-style-type: none"> • Median • Center Left Turn • None 	# of Mixed Flow Lanes # HOV Lanes Direct Access Ramp <ul style="list-style-type: none"> • Transit-Only • HOV & Transit • Managed 	# of Mixed Flow Lanes # of Auxiliary or Truck Lanes # of HOV/ML Lanes (include access points)
Intersection Detail	Control Type <ul style="list-style-type: none"> • Stop (2-Way, 4-Way) • Signal • Unsignalized Approach Information (# of Lanes) <ul style="list-style-type: none"> • Left/Thru/Right • Free Right • Prohibited Turn • Transit Lane 	Additional to the detail from surface street, please add Ramp Meter <ul style="list-style-type: none"> • HOV Meter • Non-HOV Meter 	N/A

Project information exhibits can range from a simple hand drawn diagram to a CAD based diagram (see attached example). Information can be included in one exhibit or using several diagrams.

If the facility is new or is being realigned, please provide alignment routing along with the relevant information exhibits.



**EL CAMINO REAL
PROJECT ID - CB 04A**

Technical Appendix 20

SANDAG Federal Congestion Management Process

Appendix Contents

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2050 Regional Transportation Plan

Introduction

Federal Highway Administration 23 CFR 450.320 requires that each transportation management area (TMA) address congestion management through a process involving an analysis of multimodal metropolitan wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding. The requirements specifically state that “in TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for single occupancy vehicles (SOV) is proposed to be advanced with Federal funds.” Additionally the guidelines state that “federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.”

SANDAG was designated as the TMA for the San Diego region. The 2050 RTP meets the requirements of 23 CFR 450.320 by incorporating the following federal congestion management process; performance monitoring and measurement of the regional transportation system, multimodal alternatives and non-SOV analysis, land use impact analysis, the provision of congestion management tools, and integration with the regional transportation improvement program (RTIP) process.

Background

California State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). The requirements within the State CMP were developed to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG provided regular updates for the State CMP from 1991 through 2008. In October 2009, the San Diego region elected to be exempt from the State CMP and, since this decision, SANDAG has been abiding by 23 CFR 450.320 to ensure the region’s continued compliance with the Federal congestion management process.

Regional Transportation System

The 2050 Regional Transportation Plan (2050 RTP) includes a regional transportation system of highways, regional transit service, and regional arterials. Chapter 6 of the 2050 RTP provides a comprehensive overview of the components of systems development for the regional transportation network including the regional transit strategy, flexible roadway system, goods movement strategy, aviation and ground access, active transportation, and planning across borders components.

Performance Monitoring

The 2050 RTP includes a variety of strategies to enhance regional transportation systems management including multimodal traffic management techniques, as well as new techniques related to both improving performance monitoring, and information and services to regional transportation systems users. Chapter 7 of the 2050 RTP provides a comprehensive overview of systems management techniques including

performance monitoring. Performance monitoring reports include the State of Commute Report, Regional Comprehensive Plan (RCP) Monitoring Report, the *TransNet* Independent Taxpayer Oversight Committee (ITOC) Quarterly Corridor Performance Report, as well as the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) Quarterly Transit Performance Monitoring Report.

The State of the Commute, RCP Monitoring, and ITOC Quarterly Corridor Performance reports include and are not limited to monitoring:

- Freeway miles traveled per person during weekdays
- Percent of roadways traveled (freeways versus local roads) versus total lane miles (freeways versus local roads)
- Regional travel by transit
- Total transit, rail, and bus ridership
- San Diego regional annual transit boardings
- Transit use in well served areas
- Regional commute mode shares
- Drive alone mode share
- Alternative Transportation Mode share (carpool/vanpool, public transit, walk, bike, telework, other)
- Auto and transit passenger travel times and travel volumes in key corridors
- Annual hours of traffic delay per traveler
- Annual peak period delay during weekends

- Regional bottlenecks determined by annual freeway delay (vehicle hours) per lane mile
- Delay by freeway during commute periods
- Annual freeway delay by major corridor per traveler (estimated)

The State of the Commute Report is updated annually, while the RCP Monitoring Report is updated biennially.

The Quarterly Transit Performance Monitoring Report includes monitoring the efficiency and productivity of transit operating services by service type. These indicators include:

- Operating cost per passenger
- Operating cost per revenue hour
- Passengers per revenue hour
- Passengers per revenue mile
- Revenue hours per employee
- Farebox recovery rate

The Coordinated Plan also includes annual transit performance indicators by service route for both the Metropolitan Transit System (MTS) and North County Transit District (NCTD). This plan is updated annually.

Multimodal Alternatives and Non-Single Occupancy Vehicle Analysis

SANDAG incorporates multimodal alternative and non-SOV analysis throughout all levels of planning and/or programming for transportation project improvements. These forms of analysis are incorporated whether the project improvement relates to an SOV or non-SOV capacity increasing improvement. The three primary areas of project development involved in this analysis include

regionwide study analysis through the RTP and RTIP, corridor study analysis, and local level analysis.

Regionwide Study Analysis

The RTP serves as the long-range transportation plan for the San Diego region. Updated every four years, the RTP incorporates recommendations from various corridor studies, transit studies, and project study reports. All projects, services, and programs are evaluated and prioritized for future funding. The RTP also includes regionwide and corridor level performance indicators that are reflective of a multimodal approach and inform the development and management of the most effective long-term transportation system, as well as demand management strategies for minimizing and/or managing anticipated congestion. Technical Appendices 3 and 4 provide a comprehensive overview of the development of the 2050 RTP transportation project evaluation criteria and plan performance measures and methodologies.

The RTIP serves as the short-term programming document that implements the RTP, and includes projects funded with federal, state, and local transportation funding. These projects include regionally significant capacity increasing projects (as identified in the RTP), minor projects, maintenance and operations projects and other exempt projects. For the regionally significant capacity increasing projects including SOV capacity increasing projects, the RTIP relies on the process implemented through the RTP for the coordination and consultation involved in developing and establishing the congestion management strategies. The projects included in the RTIP are the end result of implementing the process established in the RTP.

Corridor Study Analysis

Corridor studies incorporate RTP long-range multimodal transportation projects including operational improvements, highway capacity increasing improvements, transit service improvements, active transportation, and transportation demand management (TDM) and transportation systems management (TSM), etc. Corridor studies allow for opportunities to highlight the need for additional transportation improvements and/or the future planning development of projects as related to the RTP. Examples of recent SANDAG corridor studies include:

- I-15 Managed Lanes Study
- I-5 South Multimodal Corridor Study
- SR 78 Corridor Study

Other corridor studies include transportation concept summaries (TCS) and project study reports (PSR) developed by Caltrans and corridor system management plans (CSMP) jointly developed by Caltrans and SANDAG. The development of PSRs informs the development of RTP priorities and RTIP programming. As highway projects are further developed through the environmental phase, viable multimodal alternatives are analyzed along with capacity enhancing alternatives.

Local Level Analysis

Local jurisdiction projects that receive federal funds to develop capacity increasing improvements are required to provide sufficient documentation that an appropriate multimodal alternative and non-SOV analysis has been performed. This analysis is required to be completed prior to submitting a project for inclusion within the RTIP.

Land Use Impact Analysis

Regional Models

The 2050 RTP includes the 2050 Regional Growth Forecast which is based on land use inputs gathered from the region's 18 incorporated cities and the County. These inputs include current adopted general and community plans, the County's Referral Map draft land use plan of 2009 with adjustments to reflect habitat constraints, and draft general plan updates, as provided by the local land use authority. In many cases jurisdictions are moving forward with Smart Growth principles as outlined in the Regional Comprehensive Plan (RCP). SANDAG uses four models in its forecasts: (1) the Demographic and Economic Forecasting Model (DEFM), (2) the Interregional Commute Model (IRCM), (3) the Urban Development Model (UDM) and (4) the Transportation Forecasting Model. The 2050 RTP Technical Appendix 15 provides additional information specifically related to the SANDAG transportation modeling process.

Intergovernmental Review

Per state law, SANDAG has the authority to determine whether a project or plan will need to be reviewed for regional significance. SANDAG staff reviews projects and determines if they are regionally significant based on the amount of traffic generated and other regionally significant issues. If significant, environmental review of projects should include consideration of applicable policy objectives contained in the RCP and 2050 RTP.

For projects considered to have significant impacts, SANDAG staff provides comments from a regional perspective that emphasize the need for land use and transportation coordination and are based on policies contained in the RCP and the 2050 RTP. In addition to the RCP and 2050 RTP, SANDAG

provides resources for the evaluation of projects including:

- San Diego Region Aggregate Supply Study
- Designing for Smart Growth, Creating Great Places in the San Diego Region
- Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region
- Trip Generation for Smart Growth
- Parking Strategies for Smart Growth
- Regional Multimodal Analysis Study

Congestion Management Tools

The 2050 RTP provides a variety of congestion management tools. Many of these tools and strategies are included within Chapters 6, 7, and 8 of the 2050 RTP. In addition to the 2050 RTP, the RCP provides incentives and assistance to local member agencies to encourage smart growth development in the areas identified on the Smart Growth Concept Map. The SANDAG "Smart Growth Tool Box" includes both planning and financial tools.

Systems Development Measures

- Improvements to the current system that will improve the convenience and travel speed of bus and rail services
- Implementation of new transit services that will improve transit in more areas and offer new service types designed to attract new riders to transit
- Enhancing the transit customer experience to make transit easier, safer, and more enjoyable to use
- Continue to develop and enhance active transportation through bicycle and

pedestrian facilities and bike lockers, and implementation of Regional Bicycle Plan

- Continue to develop and enhance safe routes to schools plans and strategies

TSM Measures

- Multimodal integration and performance based management including performance monitoring and real time modeling/simulation
- Traveler information
- Arterial management
- Freeway management
- Transit management – bus and light rail including regional scheduling system (RSS), regional transit management system (RTMS), positive train control (PTC), and centralized train control (CTC)
- Electronic payment services including Compass Card, FasTrak® Open Road Tolling, and smart parking systems
- Advanced technologies including wireless detection, real time multimodal modeling and simulation, etc.

TDM Measures

- iCommute – the regional TDM program
- TDM strategy – outreach, education, and financial incentives
- TDM programs including regional vanpool, carpool, buspool, school services (SchoolPool), telework and alternative work schedules, and bicycle encouragement programs, and multimodal solutions including first- and last-mile solutions, Compass Card integration, and 511 advanced traveler information services

- New directions including corridor approach and construction mitigation

- Performance monitoring

RCP Implementation Measures

- Outreach program
- Smart Growth Concept Map
- Visualization tools and photo library
- Smart growth design guidelines
- Smart growth trip generation/parking study
- Research on connections between public health, land use, and transportation
- Planning and designing for pedestrians
- *TransNet* Smart Growth Incentive Program (SGIP)
- TDA/*TransNet* Bicycle, Pedestrian, and Neighborhood Safety Program

Regional/Federal Transportation Improvement Program

The Regional/Federal Transportation Improvement Program (R/FTIP) is a multi-billion dollar, five-year program of major highway, transit, arterial, and nonmotorized projects funded by federal, state, *TransNet* local sales tax, and other local and private funding.

The RTIP serves as a prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation related air pollution in support of efforts to attain federal and state air quality standards for the region.

Chapters 2 and 3 in the 2010 RTIP provide a description of the development process, including federal, state, and *TransNet* transportation programming requirements and the detailed listings of projects. All local agency SOV capacity increasing projects seeking or that is eligible for federal funds are required to perform a multimodal alternative and non-SOV analysis prior to submitting SOV capacity increasing projects for inclusion in the RTIP. The multimodal alternative and non-SOV analysis must document an SOV capacity increasing project assessment that has considered the components within the congestion management tools section of the SANDAG Federal Congestion Management Process:

- Systems development measures
- TSM measures
- TDM measures
- RCP implementation measures

Each agency is required to assess whether the project has been evaluated for non-SOV capacity improvements. Agency documentation should be provided to SANDAG when submitting the project for inclusion in the RTIP.

Schedule for the 2014 Regional Transportation Improvement Program (RTIP) Update

<i>Due Dates</i>	<i>Activities</i>
10-Jan	Memo to all jurisdictions regarding schedules/procedures for the 2014 RTIP process including: <ul style="list-style-type: none"> • Any new or updates to capacity increasing projects • Requests for long term borrowing?
30-Jan	2014 RTIP Workshop at SANDAG
6-Feb	2014 RTIP Presentation at CTAC
March	CTC adopts statewide 2014 STIP
5-Mar	Consultation with San Diego Conformity Working Group (CWG) on conformity criteria and procedures including: revenue-constrained program assumptions, latest planning assumptions, transportation control measures, emissions model, emissions budgets, exempt projects, consultation and public involvement.
14-Mar	All projects proposed for 2014 RTIP due in ProjectTrak including new/updates to Capacity Increasing projects.
28-Mar	Issue 2014 Project List to CWG for interagency consultation Non-Capacity Increasing (NCI) and Capacity Increasing (CI)
2-Apr	Discuss 2014 RTIP Project List at CWG meeting
11-Apr	Close of CWG project list interagency consultation (NCI and CI)
25-Apr	Complete coding of 2014 RTIP Capacity Increasing (CI) projects/review project submittals
9-May	Complete model runs of 2014 RTIP Capacity Increasing (CI) projects
14-May	Presentation at the Independent Taxpayer Oversight Committee (ITOC) to discuss draft projects and report
16-May	Issue 2014 RTIP draft Air Quality Conformity Analysis for 30-day CWG review and comment
4-Jun	Discuss 2014 RTIP draft Air Quality Conformity Analysis at CWG meeting
27-Jun	Signed resolutions with proof of public hearing due from all jurisdictions
16-Jun	30-day CWG comment period for 2014 RTIP draft Air Quality Conformity Analysis ends
23-Jun	Incorporate CWG comments for 2014 RTIP into revised draft Air Quality Conformity Analysis
9-Jul	ITOC reviews draft 2014 RTIP and provides comments
18-Jul	Transportation Committee recommends the release of draft 2014 RTIP including its draft Air Quality Conformity determination for public comment
25-Jul	Board requested to release the draft 2014 RTIP including its draft Air Quality Conformity determination for a 30-day public comment period; and set September 5, 2014 TC meeting to hold public hearing SANDAG submits draft 2014 RTIP to state for review and comment
25-Aug	30-day comment period ends for draft 2014 RTIP including the draft Air Quality Conformity Analysis
5-Sep	Transportation Committee holds public hearing to review the draft 2014 RTIP including its Air Quality Conformity determination and recommends Final 2014 RTIP to the SANDAG Board for approval.
26-Sep	SANDAG Board asked to adopt the Final 2014 RTIP including its Air Quality Conformity
30-Sep	Deadline to submit Final 2014 RTIP to state
7-Oct	Start of state FSTIP Public Participation process
28-Oct	Close of state Public Participation process
14-Nov	FSTIP submittal to Federal Highway Administration (FHWA)/Federal Transit Administration (FTA)
17-Dec	Federal approval for FSTIP