## Agenda

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
<th>Presenter</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:00</td>
<td>Introductions/Purpose of RTIP/What’s New</td>
<td>Sue Alpert</td>
</tr>
<tr>
<td></td>
<td>- Update on SAFE Rule</td>
<td></td>
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<tr>
<td></td>
<td>- Impact of SAFE Rule on RTIP</td>
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<tr>
<td>9:15</td>
<td>Overview of the Planning Process</td>
<td>Rachel Kennedy</td>
</tr>
<tr>
<td></td>
<td>- Status of 2021 Regional Plan</td>
<td></td>
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<tr>
<td></td>
<td>- Call for Projects – Regional Arterials</td>
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<tr>
<td>9:25</td>
<td>Modeling Requirements</td>
<td>Joaquin Ortega</td>
</tr>
<tr>
<td>9:45</td>
<td><em>TransNet</em> Requirements</td>
<td>Ariana zur Nieden</td>
</tr>
<tr>
<td>9:55</td>
<td>Board Policy 31 - Rule #21 (Bike &amp; Ped)</td>
<td>Chris Kluth</td>
</tr>
<tr>
<td>10:05</td>
<td>Local EMP</td>
<td>Kim Smith</td>
</tr>
<tr>
<td>10:15</td>
<td>Local Assistance Funding Program Overview</td>
<td>Bryan Ott, Caltrans District 11</td>
</tr>
<tr>
<td>Time</td>
<td>Topic</td>
<td>Presenter</td>
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<tr>
<td>10:35</td>
<td>Break</td>
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<tr>
<td>10:45</td>
<td>Refresher on Performance Management Requirements</td>
<td>Sam Sanford</td>
</tr>
<tr>
<td>10:55</td>
<td>2020 <em>TransNet</em> POP Requirements</td>
<td>Sue Alpert</td>
</tr>
<tr>
<td>11:35</td>
<td>Administrative Modification Delegation &amp; Requirements</td>
<td>Richard Radcliffe</td>
</tr>
<tr>
<td>11:45</td>
<td>New Grouped Project Listings</td>
<td>Richard Radcliffe</td>
</tr>
<tr>
<td>11:50</td>
<td>Q&amp;A and Best Practices</td>
<td>All</td>
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</tbody>
</table>
Regulations

• Title 23 CFR Part 450
• Clean Air Act (CAA) and Title 40 CFR Part 93
• California Code 182.6 section ‘e’
• TransNet Ordinance
• Board Policy No. 031
  • TransNet projects (section 6)
  • TransNet Payments
Purpose of the RTIP

- Federal Funds
- NEPA
- Projects in RTP
- Fiscal constraint
- Performance Based
- Update every 4 years

Clean Air Act

- Air Quality Conformity Modeling
- Exempt/Non-exempt

FHWA Planning CFR

TransNet Ordinance

- TransNet Funds
- Congestion Relief
- Bike/Ped
- Public Hearing/Resolution
- Update every 2 years
Regionally significant project

- Transportation project that serves regional needs
- Any project on a principle/arterial that changes the flow of traffic (positive or negative) that is not exempt
- Bike/Ped Projects in the Bike Master Plan or along a regional arterial
What’s New!

• Moving into the new *TransNet* Biennial
  • FYs 2021 and 2022
• SAFE Vehicle Rule
• Five Big Moves – the 2021 Regional Plan
• RTIP Admin Mod Delegation
  • New FHWA Guidelines
  • More Grouped Project Listings
SAFE – what is it?

• Safer Affordable Fuel-Efficient Vehicle Rule (SAFE)
  • Revokes California’s authority to set its own Greenhouse Gas standards and zero-emissions vehicle mandates
  • Makes Emissions Factors (EMFAC) Model Invalid
  • Non-attainment areas of California cannot demonstrate air quality conformity
What SAFE does to Conformity

2020 RTIP Non-Exempt Projects

EMFC Model

SAFE

SAFE

Conformity
2020 RTIP Update Steps

Local Agencies
Projects Programmed

SANDAG
Board Approves

Caltrans
Incorporates
Statewide Program

FHWA
Approves Statewide Program

SAFE
SAFE
SAFE

SAFE
No 2020 RTIP – 2020 TransNet POP

- SANDAG **will not** prepare a 2020 RTIP
- SANDAG **will** prepare a 2020 TransNet POP
2020 RTIP Update Steps

Local Agencies
Projects Programmed

SANDAG
Board Approves

Caltrans
Incorporates into Statewide Program

FHWA
Approves Statewide Program

2018 RTIP Amendment

SAFE

SAFE

SAFE

SAFE
The Regional Planning Process
How the pieces fit together
Rachel Kennedy
Link Between Regional Transportation Plan and RTIP

- Regional Transportation Plan - Long Term
  - Regional priorities for available funding
- RTIP - Short-term
  - Implementing document
- Air Quality Conformity for CI projects
  - Conformity must be re-determined during each RTIP update
- Regionally Significant projects
  - Defined in 23 CFR §450.104
- San Diego Forward: The 2019 Federal Regional Transportation Plan
  - SANDAG approved October 2019
  - www.sdforward.com
Regional Transportation Plan vs. RTIP

• Regional Transportation Plan: long-term plan (next 25+ years) RTIP: near term plan (next 5 years)
• Funding differences
• Transportation Model has two key components: traffic demand (forecasted trips) and traffic supply (highway & transit)
• Both are coded in model
SANDAG Long-Range Plans

• 2019 Federal Regional Transportation Plan (current adopted plan)

• 2021 Regional Plan
  • Bold new vision for the region
  • 5 Big Moves
  • Anticipated adoption late 2021
2021 Regional Plan

- Requesting information on new/updated capacity increasing projects
  - Arterial projects
  - Auxiliary lanes 1 mile or longer
  - Updated open to traffic dates
  - Revised scope or design
- Projects should be added in ProjectTrak as informational
- Submissions required by April 15, 2020
What is Modeling?

• EMFAC (EMission FACtor) is California’s model to meet Clean Air Act requirements and demonstrate transportation conformity. It estimates emissions for pollutants from motor vehicle sources.

• Assumptions about the fleet are combined with estimates of miles of travel and speeds from activity based modeling and project configurations.

• The modeled pollutants are compared to budgets in the approved State Implementation Plan (SIP) to show conformity.
Why RTIP Coding is So Important?

- RTIP coding provides key inputs for building near term future year network in SANDAG model

- RTIP coding will be carried into Regional Plan, Corridor Studies, Air Quality Conformity, City and County General Plan Updates, Traffic Impact Studies, etc.
Modeling and the SAFE Rule

• EMFAC is the model used to demonstrate conformity of
  • Regional Transportation Plan/Regional Plan
  • RTIP

• The SAFE rule has made the EMFAC model invalid
  • Until EPA approves adjustments to EMFAC, non-exempt projects cannot be modeled
Modeling and the SAFE Rule

• Modeling is still important
  • CARB is working with EPA to adjust the model to the new rules
  • We aim to model the 2021 Regional Plan in the summer of 2020

• Capacity Increasing and Regionally Significant projects – regardless of funding source - must be included in the 2021 Regional Plan
What We Are Looking For

• Information that our model needs

• Clear, Accurate, and Adequate (CAA)

• New project or “Carry Over” RTIP projects
  • any length/location change?

• Project(s) completed
RTIP for SANDAG Model
What We Are Looking For

**Project Information**

<table>
<thead>
<tr>
<th>PROJECT TITLE</th>
<th>Spell Check</th>
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<tbody>
<tr>
<td>Citracado Parkway II</td>
<td></td>
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</tbody>
</table>

**PROJECT DESCRIPTION - GUIDELINES**

- widen from 2 to 4 lanes with raised medians, construct bridge over Escondido Creek

**LEAD AGENCY**

- Escondido, City of

**EXEMPT CATEGORY**

- Non-Exempt

**CAPACITY STATUS**

- Capacity Increase

**SYSTEM**

<table>
<thead>
<tr>
<th>LOCAL</th>
<th>STREET SEGMENT</th>
</tr>
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<tbody>
<tr>
<td>Citracado Parkway</td>
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**LOCATION TYPE**

<table>
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**ROAD NAME**

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</tbody>
</table>

**FROM**

- West Valley

**TO**

- Harmony Grove

**DIST MILE(S)**

- 5

**[ADD NEW LOCATION]**

**Schedule Info - ONLY REQUIRED FOR CAPACITY INCREASING PROJECTS**

**VIEW PROJECT DIAGRAM**

<table>
<thead>
<tr>
<th>ENVIRONMENTAL CLEARANCE PHASE</th>
<th>AWARD CONST. CONTRACT</th>
<th>CLOSE OUT DATE</th>
<th>OPEN TO TRAFFIC</th>
<th>LAST SUBMITTED</th>
</tr>
</thead>
</table>

**CAPACITY STATUS**

- Capacity Increase

**BIKE/PED %**

- Yes

**DIST MILE(S)**

- 5

**Map**
### Freeway Information

#### Freeway Detail
- Mixed Flow Lanes
- Auxiliary or Truck Lanes
  - Length of aux lane matters
- HOV/ML Lanes
- Toll Lanes

#### Freeway Ramps
- Ramp Meter
- # of Lanes
- Direct Access Ramp
  - Transit-Only
  - HOV & Transit
  - Managed
Freeway Example
Surface Street Information

Roadway Detail
- Roadway Classification
- Lanes/Posted Speed
- Two way or one way
- Median Type
  - Median
  - CLT

Intersection Detail
- Control Type
  - Stop (4 or 2-way)
  - Signal
- Approach Information (# of lanes)
  - Left/Thru/Right
  - Free Right
  - Prohibited Turn
Carlsbad Example

- Project Limits and Location
- Proposed # of Lanes
- Existing and Future Intersection
- Approach Information
- Control Type
- Posted/Proposed Speed
San Marcos Example

Key Elements

- Project Limits and Location
- Proposed # of Lanes
- Posted/Proposed Speed
- Existing and Future Intersection
  - Approach Information
  - Control Type
Escondido Example

Key Elements

• Project Limits and Location
• Proposed # of Lanes
• Proposed Speed
• Existing and Future Intersection
  • Approach Information
  • Control Type
CAD Drawing
Hand Drawing
Hand Drawing

SR-76 Widening at Rancho del Oro
(Planned Improvement)

1500' Both directions

Rancho del Oro

1500' Both Directions
Insufficient Detail
Insufficient Detail
Presentation on Modeling

• Questions?
TransNet Requirements

Ariana zur Nieden, TransNet Project Manager
TransNet Extension Ordinance

- Independent Taxpayer Oversight Committee (ITOC)
- Review all TransNet funded projects in the RTIP
- Annual Fiscal Audit
- Triennial Performance Audit

- Annual Report to the SANDAG Board
“Review and comment on the programming of TransNet revenues...In addition to a general eligibility review, this effort should focus on significant cost increases and/or scope changes on the major corridor projects identified in the Ordinance and Expenditure Plan”
TransNet - Annual Fiscal Audit

- Maintenance of Effort
- Congestion Relief vs. Maintenance
- Local Agency Balance Limitation
- Regional Transportation Congestion Improvement Program (RTCIP)
- Board Policy No. 031 as amended
TransNet – Congestion Relief vs. Maintenance

- Congestion Relief
  - At least 70%

- Maintenance
  - No more than 30%
  - Cumulative over life of Ordinance

- Implementation Guidelines
  - Board Policy No. 031
  - Table – typical eligible facility types
    - Rule #18, Attachment 2
TransNet – LSI Programming

• ITOC prefers to see that agencies are at least 75% programmed
  • Please provide an explanation for under programmed amounts
  • When revenue estimates are updated, we allow two amendment cycles to update programming
TransNet – Regional Transportation Congestion Improvement Program - RTCIP

- Development exaction fee adjusted annually by the SANDAG Board
- Proposed FY 2021 RTCIP Fee: $2,583.82
- Non-compliance - loss of funding
- Funds Regional Arterial System improvements
- RTCIP Funding Programs
TransNet Bike/Ped Requirements

Chris Kluth, Senior Regional Planner
Active Transportation
TransNet Ordinance Section 4E(3)

- All new projects, or major reconstruction projects... shall accommodate travel by pedestrians and bicyclists except
  - where pedestrians and bicyclists are prohibited by law
  - where the costs of including bikeways and walkways would be excessively disproportionate to the need or probable use.
Board Policy #31 - Rule #21

• Adequate provisions for bike/ped is determined within the context of:
  • The roadway type
  • Surrounding land use
  • Existing bike/ped plans
  • Public transit service
Questions on what adequate means?

• SANDAG Regional Bike Plan

• Contact SANDAG Active Transportation Planning Team
  • Chris Kluth
  • chris.kluth@sandag.org
TransNet Environmental Mitigation Program

Large scale acquisition, management, and monitoring

Reduce cost, accelerate delivery, implement habitat plans, and reduce listing of species
TransNet Ordinance Section 2.D

• An estimated $850 million will be used to fund habitat-related environmental mitigation activities required in the implementation of the major highway, transit and regional arterial and local street and road improvements identified in the Regional Transportation Plan. Of this total, an estimated $250 million is related to mitigation requirements for local transportation projects.
Environmental Mitigation Program Costs
(In Millions, 2002 Dollars)

Total Program
$850 Million

Transportation Project Mitigation Fund $650 M

Major Highway & Transit Project Mitigation $450

Local Transportation Project Mitigation $200

Regional Habitat Conservation Fund $200 M

$150

$50
2014 SANDAG, USFWS and CDFW entered into a Conservation Credit Agreement

- Allows SANDAG, Caltrans and local jurisdictions to utilize existing mitigation credits for regional and local transportation projects
Conservation Credits

- Uplands (Tier II and III)
- Vernal Pools
- Wetlands
How can my project utilize Local EMP mitigation?

- Does project qualify under Local Streets and Roads?
  - Local public street and road includes all publicly contracted streets and roads within a jurisdiction of San Diego County
  - Has to be programmed in the Regional Plan
What is the process?

1) Contact SANDAG to determine available mitigation

2) Need Habitat Mitigation acreage required

3) Each transportation project is required to obtain approval for its use if required under the FESA/CESA and or CDFW Game Code 1600

4) SANDAG sends letter and updated ledger to Wildlife agencies for concurrence on proposed mitigation
   ✓ Resource agencies have 30-days to respond if disagree with the proposed use of the credits
Local Assistance – Funding Program Overview

Bryan Ott – Assistant District Local Assistance Engineer
Outline

• What is Local Assistance
• Project Funding & Selection
• Programming
  • General Programming Guidelines
  • Common Programming Errors
  • Programming Techniques
• Best Practices
What is Local Assistance

MISSION

Helping our partners deliver local transportation projects to enrich our community.
Why Do WE Exist?

Fed $
Federal Legislature

CA $
California Legislature

Help us!
It’s very complicated!

Regional & Local Agencies

Help us!
It’s very complicated!
Who Do We Interact With?

Regulatory Partners
- FHWA
- California Transportation Commission

Make sure all the rules are followed

Local Assistance

Customers & Partners
- Help us!
  It’s very complicated!

Regional & Local Agencies
PROJECT FUNDING & SELECTION
How Do I Get My Project Funded?

• Is it adopted into the long range Regional Transportation Plan (RTP)?
• Is it on or off the Federal-aid system?
• Who should I contact for funding?
  • **Bridge, Safety (HSIP), ATP, Discretionary => Caltrans**
  • **STBGP, CMAQ, STIP, ATP (Regional) => MPO/RTPA**
Selection By State

Federal Programs: Bridge, Safety, ATP, Discretionary

• Caltrans issues Survey or Call for Projects
• Local agency submits applications for funding to Caltrans
• Caltrans reviews, verifies, and evaluates applications and then ranks them
• Caltrans provides approved project list to MPO/RTPA for programming into FTIP/RTIP
Selection By MPO/RTPA

State Programs: SB1, STBGP, CMAQ, STIP, ATP

• MPO/RTPA issues Call for Projects
• Local agency submits applications for funding to MPO/RTPA for inclusion into Transportation Plan/FTIP
• MPO/RTPA programs project into FTIP/RTIP
PROGRAMMING
Transportation Programming

1. Long Range Plans
2. Transportation Programming
3. Federal Authorization
4. Advertise & Award the Contract
5. Construct & Complete the Project
Highway Bridge Program (HBP)

- When to program:
  - October Survey and March Update

- Who programs the funds:
  - Local agencies program capacity increasing projects
  - Caltrans D11 programs non-capacity increasing projects (CAL44)
    - Local agencies program match if using TransNet
Highway Safety Improvement Program (HSIP)

• When to program:
  • Funding needs identified with Call for Projects
  • Caltrans identifies funding per Federal Fiscal Year (FFY)

• Who programs the funds:
  • Caltrans D11 programs project funds
    • Grouped Listing – CAL105
    • Individual projects can be found in the Grouped Listing on SANDAG RTIP Website (www.sandag.org/rtip)
Local Roadway Safety Plan (LRSP)

• When to program:
  • Currently, continual application acceptance

• Who programs the funds:
  • Caltrans D11 programs project funds

• Maximum $72,000 per agency

• An LRSP is recommended for HSIP Cycle 10 and is a mandatory pre-requisite for HSIP Cycle 11
Active Transportation Program (ATP)

• When to program:
  • Funding need identified with Call for Projects

• Who programs the funds:
  • CTC approves and programs funding per State Fiscal Year
  • Local agency programs in the RTIP after CTC awards
Matching Requirements

Local agency to provide non-federal matching funds to pay for projects (23 USC 120)

http://www.fhwa.dot.gov/map21/fedshare.cfm

- TOTAL PROJECT COST
  - Federal Funds
    - DEMO/HPP, Some Discretionary – 80%
    - NHPP, STBGP, CMAQ, TAP – 88.53%
    - HSIP – 90%
    - Toll Credit, Some Discretionary, Some Safety – 100%
  - Matching Funds
Common Programming Errors

- Project not programmed in RTIP
- Incorrect RTIP information
  - Not enough money programmed
  - Wrong fund type
  - Wrong phase programmed
  - Wrong FY/FFY
  - Outside of the 4-year RTIP funding window
  - No EPSP approved
  - Not programmed for Advanced Construction (AC)
  - Project Description
  - No Toll Credits programmed
<table>
<thead>
<tr>
<th>Fund Type</th>
<th>Fund Year</th>
<th>Fund Phase</th>
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<tbody>
<tr>
<td>CMAQ - Congestion Mitigation</td>
<td>16/17</td>
<td>Beyond</td>
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<tr>
<td>Future Funds</td>
<td>17/18</td>
<td>18/19</td>
</tr>
<tr>
<td>RSTP-RSHA</td>
<td>19/20</td>
<td>Beyond</td>
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<tr>
<td>RSTP-RSHA (PID)</td>
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<td>6,000</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>550</td>
<td><strong>$7,300</strong></td>
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**DESCRIPTION:** SR 227 Operational Improvements: (Possible Roundabouts solution - TBC) construct short term and mid term improvements along corridor.

**CHANGE REASON:** Carry over from 14-99

---

2017 Federal Transportation Improvement Program
San Luis Obispo Region (in $000s)
Programming Techniques

• Advanced Construction
• Post-Programming
• Expedited Project Selection Procedures (EPSP)
Advanced Construction

- Project authorization technique that allows FHWA to authorize a project without obligating federal funds
- Used when federal funds are not available for obligation
- Local agency provides local funds to be programmed with a conversion to federal funds at a later time
Post-Programming

• Post-programing allows for the movement of funds prior to RTIP programming

• More funds are needed to complete current phase of work:
  • Funds already programmed (same phase but in a future FFY)
  • New funds to be programmed
Expedited Project Selection Procedures (EPSP)

- Project may be advanced or delayed within the RTIP period without the need for an amendment
- Financial constraint still applies
- Local agency must request EPSP
- Funding administrator grants approval
BEST PRACTICES
Best Practices

1. Familiarize yourself with Caltrans LA website and where to find information (e.g. LA manuals and guidelines, District LA office and staff, etc)

2. Coordinate with your District LA office early and often

3. Ensure project scope/cost/schedule line up with programming

4. **EARLY** delivery in the fiscal year is highly encouraged
Local Assistance Website

https://dot.ca.gov/programs/local-assistance
Congestion Management Process (CMP)

Sam Sanford – Associate Regional Planner
Long Range Transportation Planning
Congestion Management Process

- New CMP was developed in coordination with Caltrans and FHWA
- CMP Network Instrumented Highways (PeMS)
Performance Management

Sam Sanford – Associate Regional Planner
Long Range Transportation Planning
Performance Management Section in ProjectTrak

- This section supports reporting for Performance Management Targets required under Fixing America’s Surface Transportation (FAST) Act
PM1 - Safety

• Check Yes For:
  • Any project which has a Safety Exempt Category
  • CI projects which have Safety Elements (i.e. guardrails, etc.)
• Estimate % of total project to be spent on Safety Features
  • HSIP and projects which have a Safety Exempt Category can be 100%
**PM1 - Safety**

<table>
<thead>
<tr>
<th>Safety Projects</th>
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<tbody>
<tr>
<td>Railroad/highway crossing.</td>
</tr>
<tr>
<td>Safer non-Federal-aid system roads.</td>
</tr>
<tr>
<td>Increasing sight distance.</td>
</tr>
<tr>
<td>Traffic control devices and operating assistance other than signalization projects.</td>
</tr>
<tr>
<td>Guardrails, median barriers, crash cushions.</td>
</tr>
<tr>
<td>Pavement marking.</td>
</tr>
<tr>
<td>Fencing.</td>
</tr>
<tr>
<td>Safety roadside rest areas.</td>
</tr>
<tr>
<td>Truck climbing lanes outside the urbanized area.</td>
</tr>
<tr>
<td>Widening narrow pavements or reconstructing bridges (no additional travel lanes).</td>
</tr>
<tr>
<td>Projects that correct, improve, or eliminate a hazardous location or feature.</td>
</tr>
<tr>
<td>Shoulder improvements.</td>
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<tr>
<td>Highway Safety Improvement Program implementation.</td>
</tr>
<tr>
<td>Railroad/highway crossing warning devices.</td>
</tr>
<tr>
<td>Pavement resurfacing and/or rehabilitation.</td>
</tr>
<tr>
<td>Emergency relief (23 U.S.C. 125).</td>
</tr>
<tr>
<td>Skid treatments.</td>
</tr>
<tr>
<td>Adding medians.</td>
</tr>
<tr>
<td>Lighting improvements.</td>
</tr>
<tr>
<td>Emergency truck pullovers.</td>
</tr>
</tbody>
</table>
Examples of Safety Project Elements

- Sidewalks
- Crosswalks
- Pedestrian crossing beacons
- Bike lanes and other bicycle facilities
- Turn lanes

- Roundabouts
- Guardrails
- Bridge railings
- Increased sight distance
- Medians
PM1 - Safety

- www.cmfclearinghouse.org
PM2 – Pavement/Bridge Condition

• Only for Projects which are located on the National Highway System (NHS)
  • If a portion of the project is located on the NHS – choose YES
  • If project improves the pavement on the NHS – choose YES
    • Enter the Lane Miles on the NHS being improved
    • Estimate the % of the project cost to be spent on NHS Pavement
PM2 – Pavement/Bridge Condition

• If project improves Bridge Deck on the NHS - Choose YES
  • Estimate Deck Area in Square Feet located on the NHS
  • Enter Bridge Number
  • Estimate % of total project to be spent on NHS Bridge Deck
TransNet POP
Subset of the RTIP

Sue Alpert, Senior Programming Analyst
TransNet Department
RTIP Project Requirements

• Projects receiving federal or state funds
• Projects identified as regionally significant
• Capacity increasing projects (regardless of color of money)
• *TransNet* funded projects
Ordinance Requirement

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 …

• The program of projects will be prepared as a 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.
TransNet POP

• The TransNet POP only applies to TransNet funds
  • Requires a public hearing
  • Requires a resolution
  • Will use update resolution – not amendment resolution
• Will cover FY21-FY25
  • ProjectTrak will only display through FY23
TransNet POP – What is included?

• LSI funds from Local Agency Programs
• Transit CIP fulfills the POP requirement for Transit Agencies
• FY21 SANDAG Budget
• TransNet Grants projects do not need to be updated unless the agency has added LSI funds
  • Grants are approved by the Board under separate action
No *TransNet*? No Problem

- Non-*TransNet* funded projects can still be updated in the POP amendment
  - Federal, State and Local funds can be added
- An Admin Mod will be prepared concurrently
  - 2020 SHOPP
  - Contact SANDAG if you have a non-*TransNet* project that needs to go in the Admin Mod
- Projects cannot be in both amendments
2020 POP Update – Do’s and Don’ts

• **DO’S**
  - Update 5-year *TransNet* for all projects
  - Program *TransNet* to new revenue estimates
    - Fiscal constraint applies
  - Reconcile Prior Payments and Estimate for Current Year
  - Add other funds sources if needed
  - Update funding for non- *TransNet* projects if needed
  - Complete projects that are finished or fully funded
  - Move a project from NCI to CI only if it was modeled for the 2019 Regional Plan – check with SANDAG
2020 POP Update – Do’s and Don’ts

• DON’TS
  • Add new funding in FY19 or FY20 – these years should only be changed if reconciling funds to payments
  • Add new non-exempt project unless information only
  • Change scope for non-exempt projects unless it is consistent with the plan – check with SANDAG
TransNet Commercial Paper

• Now is the time to begin the process of requesting commercial paper for any projects

• Contact Sam Diche in Finance
  • sam.diche@sandag.org
Modelling the 2021 Regional Plan

• Spring 2020
• Submit Capacity Increasing projects
• limits, improvements and open to traffic dates
• Upload diagrams
• Program total project cost by phase using any fund type
  • A project with funding beyond FY23 will be considered an Information Only project
Modelling the 2021 Regional Plan

- Changes to the scope or schedule for existing projects must also be modelled for the plan
- Upload a revised diagram and contact SANDAG staff
  - Since the project has current funding it will not be Information Only and must be consistent with the 2019 Plan for this amendment
2020 POP Schedule

- ProjectTrak will open today
- CI Projects for the 2021 Plan due - 4/15
- All other projects are due - 4/24
- Resolutions are due - 5/26
- Public Hearing - 7/17 TC meeting
- Board will be asked to adopt on 9/11 or sooner if meetings are held in August
What to Submit

• Each agency will be asked to submit:
  • POP on excel template which will be sent out
  • Signed resolution for POP
  • Projects in ProjectTrak

• POP template is needed to reflect 5-years
  • RTIP will only show FY21-FY23

• This template will be included in the public notice, public hearing and Board reports in addition to the RTIP document
## 2020 TransNet Program of Exempt Projects

**FY2021 to FY 2025 in '000s**

### City of EL CAJON

<table>
<thead>
<tr>
<th>RTIP ID</th>
<th>Project Title</th>
<th>Project Description</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24</th>
<th>FY25</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>EL03</td>
<td>Overlay/Reconstruction Projects - LSI: CR</td>
<td>Street reconstruction and overlays greater than 1&quot; thick, including collectors, thoroughfares &amp; residential streets</td>
<td>TransNet Subtotal</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Other Subtotal</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td></td>
<td></td>
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<td>TOTAL</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>EL06</td>
<td>Traffic Signals Projects - LSI: CR</td>
<td>New, upgrade or modification of traffic signals and Traffic Management Center, including rewire, modifications, replacement of signal interconnect cable, wireless video monitoring cameras and other necessary equipment; funds for ongoing RAMS maintenance support costs. TransNet - LSI RAMS of $10 is programmed through FY 2020</td>
<td>TransNet Subtotal</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td></td>
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<td></td>
<td>Other Subtotal</td>
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<td>TOTAL</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>EL11</td>
<td>Sidewalk and other Repairs - LSI: Maint</td>
<td>Repair broken sidewalk, installation of new sidewalk, driveway, ramps, etc.</td>
<td>TransNet Subtotal</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<td></td>
<td></td>
<td></td>
<td>Other Subtotal</td>
<td>$0</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
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</tr>
<tr>
<td>RTIP ID</td>
<td>Project Title</td>
<td>Project Description</td>
<td>FY21</td>
<td>FY22</td>
<td>FY23</td>
<td>FY24</td>
<td>FY25</td>
<td>TOTAL</td>
</tr>
<tr>
<td>---------</td>
<td>--------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
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<td>-------</td>
</tr>
<tr>
<td>EL18</td>
<td>Street Light Installation</td>
<td>provide for new street lights which include removing wooden pole mounted lights for</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>Projects</td>
<td>underground utility district projects and the retrofit of existing high pressure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>sodium street lights with energy efficient LED streetlights</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TransNet - LSI: CR</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td>TransNet Subtotal</td>
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<td>Other Subtotal</td>
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<td></td>
<td>TOTAL</td>
<td></td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>EL21</td>
<td>Street Resurfacing with slurry</td>
<td>street resurfacing with slurry seals and asphalt rubber aggregate membrane (ARAM) -</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>seals and ARAM products</td>
<td>less than 1&quot; thick</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TransNet - LSI: Maint</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td>TransNet Subtotal</td>
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<td>Other Subtotal</td>
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<td></td>
<td>TOTAL</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>EL29</td>
<td>Traffic Safety/Camiging</td>
<td>El Cajon; install traffic safety and calming improvements such as street striping,</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>stop signs, speed cushions, and radar speed feedback signs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TransNet - LSI: CR</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
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<td></td>
<td>TransNet Subtotal</td>
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<td>Other Subtotal</td>
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<tr>
<td></td>
<td>TOTAL</td>
<td></td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

Available TransNet - LSI Revenue: $2,720, $2,817, $2,319, $3,019, $3,125, $14,600

Estimated TransNet Carry Over: $0

Total TransNet Programmed: $0, $0, $0, $0, $0, $0
2020 POP Update – *TransNet* Biennial

- *TransNet* Biennial Element
  - Always ends in an even year (FY 2021 – FY 2022)
  - Can only draw funds programmed in these 2 fiscal years
  - Funds programmed prior to FY 2021 that are not drawn/requested, must be reprogrammed as Carry Over funds
  - No need to re-program between the 2 years in the biennial
  - Carry Over funds do not count against annual estimated revenues for that year
**TransNet Biennial**

- Example

If these funds have not been requested, then need to re-program and added to LSI Carry Over in FY 20/21 or FY 21/22

- Funds are available between the 2 years in the Biennial

<table>
<thead>
<tr>
<th></th>
<th>TOTAL</th>
<th>PRIOR</th>
<th>18/19</th>
<th>19/20</th>
<th>20/21</th>
<th>21/22</th>
<th>22/23</th>
<th>PE</th>
<th>RW</th>
<th>CON</th>
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</thead>
<tbody>
<tr>
<td>TransNet - L</td>
<td>$1,665</td>
<td>$1,665</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TransNet - LSI</td>
<td>$5,854</td>
<td>$3,293</td>
<td>$132</td>
<td>$583</td>
<td>$606</td>
<td>$609</td>
<td>$630</td>
<td>$1,298</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TransNet - LSI Carry Over</td>
<td>$3,439</td>
<td>$2,615</td>
<td>$500</td>
<td>$70</td>
<td>$70</td>
<td>$90</td>
<td>$93</td>
<td>$339</td>
<td>$3,100</td>
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<tr>
<td>Local Funds</td>
<td>$4,861</td>
<td>$2,191</td>
<td>$770</td>
<td>$690</td>
<td>$660</td>
<td>$275</td>
<td>$275</td>
<td>$63</td>
<td>$4,798</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>$15,819</td>
<td>$9,764</td>
<td>$1,402</td>
<td>$1,343</td>
<td>$1,335</td>
<td>$974</td>
<td>$998</td>
<td>$1,865</td>
<td>$13,954</td>
<td></td>
</tr>
</tbody>
</table>
Calculate Carry Over

1) Prior Carry Over not drawn must be reprogrammed

2) FY19&FY20 LSI Funds that have not been programmed in the 2018 RTIP should be programmed as Carry Over

3) LSI programmed prior to FY 2021 that are not drawn/requested, must be reprogrammed as Carry Over funds
How to Calculate Carry Over

• Step 1 - Run the TransNet Revenue vs. Programmed Report

- Table 1 - RTIP Amendment Report (PDF)
- RTIP Project Report (PDF)
- TransNet Revenue Vs Programmed
- TransNet Revenue For LSI CarryOver Projects
- RTIP Programmed Revenue By Funding Source
- RTIP Amendment Change Report
- RTIP Project Report
- Outcome Report

• Through 18-11
How to Calculate Carry Over

- Any Carry Over balance will continue to be Carry Over unless programmed and drawn

<table>
<thead>
<tr>
<th>CARRYOVER</th>
<th>PROG LS</th>
<th>CARRYOVER</th>
<th>BAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>(5 YR)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TransNet - Local Streets Improvements

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>San Diego County</td>
<td>$26,473</td>
<td>$20,785</td>
<td>$5,688</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$26,473</td>
<td>$20,785</td>
<td>$5,688</td>
</tr>
</tbody>
</table>

**INCLUDE SANDAG IN PROGRESS AND PENDING PROJECTS**
How to Calculate Carry Over

- Any remaining Biennial LSI Balance from FY19 & FY20 will become Carry Over
  - $12,600 + $358 = $12,958
How to Calculate Carry Over

• Step 2 – Run the Biennial TransNet Payments Report
<table>
<thead>
<tr>
<th></th>
<th>PRIOR BALANCE</th>
<th>PROG 2019 PAYMENTS</th>
<th>PROJ 2020 PAYMENTS</th>
<th>TOTAL PAYMENTS</th>
<th>BALANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TransNet - BPNS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CNTY87 County of San Diego - Active Transportation Plan</td>
<td>$40,570</td>
<td>$21,197</td>
<td>$0</td>
<td>$0</td>
<td>$21,197</td>
</tr>
<tr>
<td><strong>Total for TransNet - BPNS</strong></td>
<td>$40,570</td>
<td>$21,197</td>
<td>$0</td>
<td>$0</td>
<td>$19,373</td>
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<tr>
<td><strong>TransNet - Local Streets Improvements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CNTY21 Bradley Avenue Widening and Overpass at SR 67</td>
<td>$0</td>
<td>$0</td>
<td>$1,700,000</td>
<td>$0</td>
<td>$1,700,000</td>
</tr>
<tr>
<td>CNTY24 Cole Grade Road</td>
<td>$0</td>
<td>$0</td>
<td>$6,504,000</td>
<td>$0</td>
<td>$6,504,000</td>
</tr>
<tr>
<td>CNTY34 Dye Road Extension</td>
<td>$10,000</td>
<td>$0</td>
<td>$11,000</td>
<td>$0</td>
<td>$21,000</td>
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<tr>
<td>CNTY35 Ramona Street Extension</td>
<td>$14,000</td>
<td>$0</td>
<td>$14,000</td>
<td>$0</td>
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<tr>
<td>CNTY84 Stage Coach Lane / Reche Road Intersection Improvements</td>
<td>$150,000</td>
<td>$150,000</td>
<td>$0</td>
<td>$0</td>
<td>$150,000</td>
</tr>
<tr>
<td>CNTY86 Roadway Maintenance and Overlay</td>
<td>$2,400,000</td>
<td>$2,800,000</td>
<td>$5,700,000</td>
<td>$5,300,000</td>
<td>$8,100,000</td>
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<tr>
<td><strong>Total for TransNet - Local Streets Improvements</strong></td>
<td>$2,574,000</td>
<td>$2,950,000</td>
<td>$13,929,000</td>
<td>$5,300,000</td>
<td>$8,253,000</td>
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<tr>
<td><strong>TransNet - Local Streets Improvements Carry Over</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CNTY14A South Santa Fe Avenue South</td>
<td>$14,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$14,000</td>
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<tr>
<td>CNTY21 Bradley Avenue Widening and Overpass at SR 67</td>
<td>$2,294,000</td>
<td>$1,400,000</td>
<td>$6,589,000</td>
<td>$0</td>
<td>$7,563,000</td>
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<tr>
<td>CNTY24 Cole Grade Road</td>
<td>$4,000,000</td>
<td>$0</td>
<td>$1,504,000</td>
<td>$0</td>
<td>$2,504,000</td>
</tr>
<tr>
<td>CNTY34 Dye Road Extension</td>
<td>$10,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$10,000</td>
</tr>
<tr>
<td>CNTY35 Ramona Street Extension</td>
<td>$15,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$15,000</td>
</tr>
<tr>
<td>CNTY84 Stage Coach Lane / Reche Road Intersection Improvements</td>
<td>$50,000</td>
<td>$50,000</td>
<td>$0</td>
<td>$0</td>
<td>$50,000</td>
</tr>
<tr>
<td>CNTY88 Ashwood Street Corridor Improvements (Mapleview to Willow)</td>
<td>$3,100,000</td>
<td>$0</td>
<td>$2,960,000</td>
<td>$1,289,000</td>
<td>$4,480,000</td>
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<tr>
<td>CNTY89 East Vista Way At Gopher Canyon Intersection Improvements</td>
<td>$150,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$150,000</td>
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<tr>
<td>CNTY90 Camino Del Rey Drainage Improvements</td>
<td>$1,000,000</td>
<td>$504,000</td>
<td>$504,000</td>
<td>$0</td>
<td>$1,000,000</td>
</tr>
<tr>
<td><strong>Total for TransNet - Local Streets Improvements Carry Over</strong></td>
<td>$10,643,000</td>
<td>$1,954,000</td>
<td>$10,142,000</td>
<td>$2,773,000</td>
<td>$16,068,000</td>
</tr>
</tbody>
</table>
How to Calculate Carry Over

• Currently unpaid balance is $24,311
• Estimate what final balance will be (using $5,700 for this example)
• The final balance is also Carry Over
• Add all three together – Carry Over for FY21&FY22 will be:
  • $5,688 + $12,958 + $5,700 = $24,346

• We recommend that you use Carry Over first before programming the current year LSI
## Examples

<table>
<thead>
<tr>
<th>Carry Over Balance Programmed in 2018 RTIP</th>
<th>County</th>
<th>San Marcos</th>
<th>Escondido</th>
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</thead>
<tbody>
<tr>
<td>Carry Over Balance (not programmed)</td>
<td>A</td>
<td>$5,688</td>
<td>$1,143</td>
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<tr>
<td>FY19 LSI Balance</td>
<td>B</td>
<td>$12,600</td>
<td>$1,042</td>
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<tr>
<td>FY20 LSI Balance</td>
<td>C</td>
<td>$358</td>
<td>$1,209</td>
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<tr>
<td>Unprogrammed</td>
<td>D=A+B+C</td>
<td>$18,646</td>
<td>$3,394</td>
</tr>
<tr>
<td>Unpaid (current)*</td>
<td>E</td>
<td>$24,311</td>
<td>$7,743</td>
</tr>
<tr>
<td>Estimated Carry Over to Program for FY21&amp;FY22</td>
<td>F=D+E</td>
<td>$42,957</td>
<td>$11,137</td>
</tr>
</tbody>
</table>

*Cities must estimate how much they will draw before the end of the fiscal year. Remainder will be entered here.
2018 / 2020 POP Overlap

• The 2018 RTIP continues - funds still available
• The FY19/FY20 Biennial ends
• New TransNet funds will be available to draw after the Board approves the Amendment
• Access to new federal funds or funds moved from beyond FY22 will need to wait for federal approval
• August payments requests can draw from the new Biennial but be careful not to draw more than you have entered in the amendment
Programming Tips for SAFE

• Do not reduce individually programmed projects
  • If possible, leave local funds programmed to complete project cost
  • Can swap funds in an Admin Mod easier than increasing

• Program some $ for each phase in the current period
  • Easier to increase phase cost or move money in if already in current
2020 RTIP Programming Process

Richard Radcliffe – Financial Analyst II

TransNet Department
ProjectTrak – 2020 POP Update

• Choose from the following Options:
  • Amend/modify Project In TIP
  • Create New Project
  • Carry Over Project

• Select 18-14 Formal 2020 TransNet POP Update:
Programming POP projects in ProjectTrak

- Reconcile FY19 / FY20 TransNet to payments
- Program TransNet from POP
  - Add additional funds as needed
- Verify project description and location(s)
  - Update existing if necessary
  - Upload back-up street list
- Outcome/Output – TransNet LSI information
- Change Reason
  - Please do not use “Other”
- Narrative
- Run TransNet Revenue v. Programmed Report
How to Reconcile to payments

<table>
<thead>
<tr>
<th>FY</th>
<th>Fund Type</th>
<th>Env / Engr</th>
<th>Row</th>
<th>Con</th>
<th>Total</th>
</tr>
</thead>
<tbody>
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<td>2009</td>
<td>TransNet - Local Streets Improvements</td>
<td>$1,368,700</td>
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<td>$0</td>
<td>$1,368,700</td>
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<tr>
<td>2012</td>
<td>TransNet - Local Streets Improvements Carry Over</td>
<td>$2,031,579</td>
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<td>$2,031,579</td>
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<tr>
<td>2012</td>
<td>TransNet - Local Streets Improvements</td>
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<tr>
<td>2013</td>
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<tr>
<td>2014</td>
<td>TransNet - Local Streets Improvements</td>
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<td>$0</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>2015</td>
<td>TransNet - Local Streets Improvements</td>
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<td>2016</td>
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<tr>
<td>2020</td>
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<td>$3,283,730</td>
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<tr>
<td>2021</td>
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<tr>
<td>2023</td>
<td>TransNet - Local Streets Improvements</td>
<td>$3,283,730</td>
<td>$0</td>
<td>$0</td>
<td>$3,283,730</td>
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</table>
# How to Reconcile to payments

<table>
<thead>
<tr>
<th>TransNet Program</th>
<th>Fiscal Year</th>
<th>Payment Amount</th>
<th>Programmed Amount</th>
<th>Amount Difference</th>
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<tbody>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY09</td>
<td>$1,368,700</td>
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<td>TransNet - Local Streets Improvements</td>
<td>FY12</td>
<td>$2,166,217</td>
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<td>$2,031,579</td>
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<td>FY14</td>
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<td>FY16</td>
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<td>FY17</td>
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<td>$3,283,730</td>
<td>$0</td>
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<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY18</td>
<td>$3,285,946</td>
<td>$3,283,730</td>
<td>$-2,216</td>
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<td>$3,283,730</td>
<td>$0</td>
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<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY20</td>
<td>$1,825,279</td>
<td>$3,283,730</td>
<td>$1,458,451</td>
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<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY21</td>
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<td>$3,283,730</td>
<td>$3,283,730</td>
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<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY22</td>
<td>$0</td>
<td>$3,283,730</td>
<td>$3,283,730</td>
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<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY23</td>
<td>$0</td>
<td>$3,283,730</td>
<td>$3,283,730</td>
</tr>
</tbody>
</table>

The amounts for FY21 and FY22 are $0, indicating no payments were made during those fiscal years.
Assume estimated need for FY20 is $500,000

Program 2020 RTIP as shown:

<table>
<thead>
<tr>
<th>O38</th>
<th>FY19</th>
<th>FY20</th>
<th>Total Biennial</th>
</tr>
</thead>
<tbody>
<tr>
<td>TransNet LSI</td>
<td>$300,000</td>
<td>$500,000</td>
<td>$800,000</td>
</tr>
</tbody>
</table>

Here is what it should look like in ProjectTrak:

<table>
<thead>
<tr>
<th>Year</th>
<th>Project Description</th>
<th>Budget 2019</th>
<th>Budget 2020</th>
<th>Total Biennial</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$300,000</td>
</tr>
<tr>
<td>2020</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$500,000</td>
</tr>
</tbody>
</table>
Outcome/Output Data

- Result of ITOC Triennial Performance Audit
- Tracking Mechanism for TransNet funded projects
- First implemented for 2016 RTIP
- Done every 2 years, during update process
- Updated for new Biennial
- Will be reviewed as part of the project acceptance process
Outcome/Output Data

- Choose Best Category for Project
  - Taken from Attach. 2 in BOD Policy No. 031
- Total Output for Current 2-Year Biennial
- If output will occur in Biennial = #Total
- If output will occur after Biennial = #Proposed

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>TYPE</th>
<th># TOTAL OUTPUT</th>
<th># PROPOSED OUTPUT</th>
<th>OUTCOMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Widening (Increases Capacity)</td>
<td>Road-Widening</td>
<td>0</td>
<td>Lanes Added</td>
<td>(Reduces Congestion/Improves Traffic Flow)</td>
</tr>
</tbody>
</table>

FY21-FY22 FY23 or beyond
# Outcome/Output ITOC Report

2018 Proposed Outputs and Outcomes for TransNet Local Street Improvement Funded Projects – FY 2019 - FY 2020

## Congestion Relief Projects

<table>
<thead>
<tr>
<th>Category</th>
<th>Project Type</th>
<th>No. of Projects</th>
<th>TransNet Funds</th>
<th>Other Funds</th>
<th>Biennal Output</th>
<th>Type of Output</th>
<th>Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>New or Expanded Facilities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Bridges (Increases Capacity)</td>
<td>Bridge - New Bridge</td>
<td>0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>Miles Roadway</td>
<td>Reduces Congestion/Improves Traffic Flow</td>
</tr>
<tr>
<td>Bridge Widening (Increases Capacity)</td>
<td>Bridge - Widening</td>
<td>5</td>
<td>$54,390,103</td>
<td>$5,367,398</td>
<td>8</td>
<td>Lanes Added</td>
<td>Reduces Congestion/Improves Traffic Flow</td>
</tr>
<tr>
<td>New Roadways (Increases Capacity)</td>
<td>Road - New Rd</td>
<td>3</td>
<td>$5,742,933</td>
<td>$12,517,566</td>
<td>1</td>
<td>Miles Roadway</td>
<td>Reduces Congestion/Improves Traffic Flow</td>
</tr>
<tr>
<td>Roadway Widening (Increases Capacity)</td>
<td>Road - Widening</td>
<td>13</td>
<td>$29,045,133</td>
<td>$13,976,271</td>
<td>17</td>
<td>Lanes Added</td>
<td>Reduces Congestion/Improves Traffic Flow</td>
</tr>
<tr>
<td>Roadway Widening for Bike Lanes</td>
<td>Ped/Bike</td>
<td>3</td>
<td>$3,950,000</td>
<td>$3,067,370</td>
<td>2</td>
<td>Miles Roadway</td>
<td>Improve Bicycle Safety and Access</td>
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<tr>
<td>Other</td>
<td>New/expand - Other</td>
<td>6</td>
<td>$3,599,525</td>
<td>$747,000</td>
<td>N/A</td>
<td>Various</td>
<td>Various</td>
</tr>
<tr>
<td><strong>New or Expanded Facilities</strong></td>
<td></td>
<td><strong>30</strong></td>
<td><strong>$96,767,694</strong></td>
<td><strong>$35,675,605</strong></td>
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</tr>
<tr>
<td><strong>Major Rehabilitation and Reconstruction</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Retrofit or Replacement</td>
<td>Bridge</td>
<td>4</td>
<td>$3,077,733</td>
<td>$360,000</td>
<td>8</td>
<td>Miles Roadway</td>
<td>Reduces Congestion/Improves Traffic Flow</td>
</tr>
<tr>
<td>Roadway New Sidewalk/Sidewalk Widening</td>
<td>Ped/Bike</td>
<td>17</td>
<td>$11,569,746</td>
<td></td>
<td>34,034</td>
<td>Feet Sidewalk</td>
<td>Improve Pedestrian Safety and Access</td>
</tr>
<tr>
<td>Roadway drainage improvements for improving capacity impeding conditions (i.e. significant/frequent roadway flooding)</td>
<td>Rd Recon/Rehab</td>
<td>5</td>
<td>$1,533,524</td>
<td>$296,500</td>
<td>4</td>
<td>Miles Roadway</td>
<td>Reduces Congestion/Improves Traffic Flow</td>
</tr>
<tr>
<td>Roadway Realignment (Increases Capacity)</td>
<td>RoadRecon/Rehab</td>
<td>5</td>
<td>$7,694,528</td>
<td>$7,003,444</td>
<td>5</td>
<td>Miles Roadway</td>
<td>Reduces Congestion/Improves Traffic Flow</td>
</tr>
<tr>
<td>Roadway rehabilitation (1-inch thick or greater)</td>
<td>Rd Recon/Rehab</td>
<td>26</td>
<td>$70,153,083</td>
<td></td>
<td>197</td>
<td>Miles Roadway</td>
<td>Roadway Maintenance/Reduces Congestion</td>
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<tr>
<td>Other</td>
<td>Rehab&amp;Recon - Other</td>
<td>14</td>
<td>$8,694,192</td>
<td>$0</td>
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<td>Various</td>
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<tr>
<td><strong>Major Rehabilitation and Reconstruction</strong></td>
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<td><strong>71</strong></td>
<td><strong>$102,722,806</strong></td>
<td><strong>$23,633,619</strong></td>
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<td></td>
</tr>
</tbody>
</table>
What we will look for when reviewing submitted projects

• All Projects
  • Balance programmed amount to projected revenue
    • Run *TransNet* Revenue vs. Programmed Report

• Project Information
  • Consistent title, description and limits
  • Appropriate Capacity Increasing or Exempt category selection
  • Compliance with *TransNet* Bike/Ped rule
  • For Capacity Increasing projects
    • Review diagrams for air quality conformity
    • Verify OTT date with conformity dates
    • Confirm with Regional Plan
  • Has RAS information been indicated (Project ID tab)
What we will look for when reviewing submitted projects

• Verify Safety and NHS for Performance Management Section
• TransNet LSI
  • Correct CR/Maintenance choice
  • Completed and logical Outcome/Outputs
What we will look for when reviewing submitted projects

• Funding
  • For Federal or State funding
    • Programmed in year and phase of approved listing or CTC authorization
    • Correct match by year and phase
    • Programmed toll credits if authorized
  • TransNet
    • Reconciled to FY 19 payments and anticipated FY20 draw
    • If programming RTCIP – is this an RAS Project
• Correct change reason, informative narrative and appropriate programming for completed, deleted, delayed projects
What we will look for when reviewing submitted projects

**Narratives:**

- **Good:**
  
  “Increasing funding for change orders related to additional street, as well as a variable grind and overlay on the bike lane.”

  “Revised funding to reflect revenue projections, modify the street list to reflect funding changes and revise the project title to be consistent with CIP documents. A new street listing was uploaded.”

- **Bad:**
  
  “Increased funding in FY22”

  “Removed funds from FY21”

  “Revised fund source”

  “Removed fund source”

  “Swapped funds”

*DO NOT copy Project Changes section and paste in Narrative*
Important Dates

• April 15: 2021 Regional Plan CI Projects Due
• April 24: All projects due in ProjectTrak
• May 26: All signed resolutions with proof of public hearing due – upload to ProjectTrak
• May 26-June 26: 30-Day Public Comment Period
• July 8: ITOC reviews final 2020 POP
• July 17: TC holds public hearing
• September 11: Board adopts 2020 POP
How to Help Us

• Submit projects early!
  • We have limited time to review approximately 300+ projects including the ones we program ourselves.

• Provide complete and accurate data
  • Informative change reason
  • Programming balanced to revenue
  • Programming matches submitted spreadsheets

• Upload more documents and supporting information
  • The more details the better
RTIP Web Site

- 2018 RTIP web page: [www.sandag.org/rtip](http://www.sandag.org/rtip)
- ProjectTrak Login page: [projecttrak.sandag.org/secure/login.asp](http://projecttrak.sandag.org/secure/login.asp)
Administrative Modification Delegation and Requirements

Richard Radcliffe – Financial Analyst II

TransNet Department
Administrative Modification Delegation

• Delegated authority to approve Admin Mods
• Reduced processing & approval time
• SANDAG staff perform internal review
• Caltrans provides cursory review
• ITOC reviews amendment and provides feedback
Administrative Modification Delegation and Requirements

• What **CAN’T** I do in an Admin Mod??
  • Change scope of a project
  • Delete or add a project
  • Make changes impacting conformity or requiring emissions analysis
  • Increase funding by >50% of TPC or $20 mill., whichever is less (w/ TC approval)
### Upcoming Amendments & Admin Mods

<table>
<thead>
<tr>
<th>Items</th>
<th>Responsible Agency</th>
<th>2020 POP</th>
<th>AM</th>
<th>Formal</th>
<th>AM</th>
<th>Formal</th>
<th>AM</th>
<th>Formal</th>
<th>AM</th>
<th>Formal</th>
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<tbody>
<tr>
<td>SANDAG issues 15-day public notice</td>
<td>SANDAG/ members of the public</td>
<td>5/25/20</td>
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<td></td>
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<tr>
<td>Public Comment period ends</td>
<td>SANDAG</td>
<td>6/26/20</td>
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<tr>
<td>ITOC Meeting</td>
<td></td>
<td>7/8/20</td>
<td>11/11/20</td>
<td></td>
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<tr>
<td>Executive Director Approval</td>
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<tr>
<td>Transportation Committee Meeting</td>
<td>SANDAG</td>
<td>7/17/20</td>
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<td>SANDAG Board Ratification**</td>
<td>SANDAG</td>
<td>9/11/20</td>
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</table>
RTIP Public Website

https://projecttrak.sandag.org/
# Amendments for the Regional Transportation Improvement Program

<table>
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<tr>
<th>Bookmark URL</th>
<th>Amendment</th>
<th>Notes</th>
<th>SANDAG Approved</th>
<th>State Approved</th>
<th>FHWA Approved</th>
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<tbody>
<tr>
<td></td>
<td>18-12 ADMIN</td>
<td></td>
<td>Pending</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>18-11 ADMIN</td>
<td></td>
<td>Pending</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>18-10 FORMAL</td>
<td>Transit CIP Amendment</td>
<td>Pending</td>
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<td>[Project List]</td>
<td>18-09 ADMIN</td>
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<td>1/10/2020</td>
<td>N/A</td>
<td>N/A</td>
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<td>[Project List]</td>
<td>18-07 ADMIN</td>
<td>Modification</td>
<td>9/13/2019</td>
<td>N/A</td>
<td>N/A</td>
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<td>[Project List]</td>
<td>18-04 ADMIN</td>
<td>Admin Mod for Coronado Earmark Repurposing</td>
<td>5/10/2019</td>
<td>5/15/2019</td>
<td>N/A</td>
</tr>
</tbody>
</table>

[Click here](#) for additional information.
New Grouped Project Listings

Richard Radcliffe – Financial Analyst II

TransNet Department
Grouped Project Listings

• Title 23, CFR, Section 450.216 (j):

“...allows projects that are not considered to be of appropriate scale for individual identification in the Federal Transportation Improvement Program (FTIP) to be grouped by function, work type or geographic region using appropriate classifications...”
Grouped Project Listings

• Advantages
  • Able to update in an Admin Mod with no restrictions
    • New Projects, unlimited increase
    • Change street listing or locations
  • More Flexibility
  • Faster Amendments
  • Decreases number of projects in the RTIP

• Disadvantages
  • Projects are less visible
  • Not always easy to move between listings
  • Need to know how to find projects
  • Need to educate elected officials
2020 POP Update – Grouped Projects

• Similar projects are reported as part of a grouped project
• SANDAG will assign the groups based on the categories below
• You will not find an individual project in the RTIP if it is part of a grouped project – but it will be in ProjectTrak

- CAL44–HBP Projects
- CAL105–HSIP Projects
- V10–SGIP Grant Projects
- V12–TransNet Bike Projects
- V14–ATP Projects
- V16-Senior Mini-Grant Projects
- V17–ATGP Projects
New Grouped Project Listings

• Must use pre-defined categories from CFR 40
• Proposing New Grouped Project Listings for Local Projects:
  • Grouped projects for Pavement Resurfacing or Rehabilitation in San Diego County
    • Overlay projects
    • Slurry Seal projects
  • Grouped projects for Bicycle and Pedestrian Facilities in San Diego County
    • Sidewalks
    • Locally funded Bike Projects
  • Grouped projects for Lighting Enhancements in San Diego County
Questions

- Sue Alpert
  - sue.alpert@sandag.org
  - 619-595-5318

- Richard Radcliffe
  - richard.radcliffe@sandag.org
  - 619-595-5649