2023 Regional Transportation Improvement Program (RTIP) Update Workshop

February 1, 2022
# Zoom Meeting Agenda

<table>
<thead>
<tr>
<th>Agenda Item</th>
<th>Presenter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introductions/Purpose of RTIP/What’s New</td>
<td>Sue Alpert</td>
</tr>
<tr>
<td>Regional Plan Implementation</td>
<td>Phil Trom</td>
</tr>
<tr>
<td>Modeling Requirements</td>
<td>Joaquin Ortega - Video</td>
</tr>
<tr>
<td><em>TransNet</em> Requirements and proposed Ordinance Amendments</td>
<td>Ariana zur Nieden - Video</td>
</tr>
<tr>
<td>Routine Bike and Ped Accommodation Materials</td>
<td>Chris Kluth</td>
</tr>
<tr>
<td>Board Policy No. 31 - Proposed changes in ProjectTrak</td>
<td>Bryan Ott, Caltrans Dist 11 - Video</td>
</tr>
<tr>
<td>Local Assistance Funding Program Overview</td>
<td>Bryan Ott, Caltrans Dist 11 - Video</td>
</tr>
<tr>
<td>Refresher on Performance Management Requirements</td>
<td>Sam Sanford - Video</td>
</tr>
<tr>
<td>2023 RTIP Update and Programming Process</td>
<td>Richard Radcliffe</td>
</tr>
</tbody>
</table>
Purpose of the RTIP

- Air Quality Conformity Modeling
- Exempt/Non-exempt

Clean Air Act 40 CFR Part 93

FHWA Planning 23 CFR Part 450

TransNet Ordinance

RTIP

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

- TransNet Funds
- Congestion Relief
- Bike/Ped
- Public Hearing/Resolution
- Update every 2 years
RTP vs. RTIP

**RTP**
- Long Range - 20+ Years
- Update Every 4 years
- General Project Listing
- Total Project Cost

**RTIP**
- Short Term - 5 Years
- Update every 2 years
- Detailed scope and schedule
- Funding by Type, Year and Phase
Other Agencies

Local agencies program from Council/Board approved budgets and TransNet Program of Projects

Caltrans programs CTC approved funds

RTIP

- Federal funds
- TransNet funds

- State Managed Programs - SHOPP, Safety, Bridge

- Capacity Increasing
- TransNet POP
- Federal funds

- Transit CIP – federal funds

- Surface Transportation Projects
- Federal funds
What’s New?

• 2021 Regional Plan Adoption
• Updates to the TransNet Ordinance and Board Policies
• Infrastructure Investments and Jobs Act (IIJA)
  https://calsta.ca.gov/subject-areas/infrastructure-investment-act
• 2020 State Implementation Plan
What’s New - continued

• Social Equity Analysis
• New Performance Measures Tab
• Moving into the new TransNet Biennial
  • FYs 2023 and 2024
• Revenue Forecast
### Performance Measures Tab

**TIP ID:** V22

**VERSION:** 4 (23-00)

**STATUS:** In Progress - Completed

**LAST MODIFIED BY:** Sue Alpert

**LAST MODIFIED DATE:** N/A

<table>
<thead>
<tr>
<th>TIP Programming</th>
<th>Obligation</th>
<th>Map</th>
<th>Project IDS</th>
<th>Documents</th>
<th>Amendment History</th>
<th>Payment</th>
<th>Grant</th>
<th>Performance Measures</th>
</tr>
</thead>
</table>

#### PERFORMANCE MEASURES

Select Sections

- [ ] Performance Management
- [ ] Social Equity
- [ ] Bicycle and Pedestrian Routine Accommodation

[SAVE]
Social Equity Questions

- Has a **Title VI analysis** been performed for this project
  - Yes
  - No
  - Not Required

- Considering race, income, languages spoken and ability, indicate which group(s) would benefit from the project.
  - People of color
  - Low-income households
  - Limited English Proficiency households (LEP)
  - People with disabilities
  - All of the above
  - None of the above
TransNet Revenue Forecast

• Draft Revenue available today
  • Scheduled for 2/25 Board of Directors approval
  • Increase in FY22 revenue
    • FY22 Revenue increase can be programmed in the next amendment and drawn by June or
    • Increase will be added in to Carry Over for FY23
  • Forecast adds FY27 revenue
  • ~14% increase in overall FY22-FY26 revenue depending on Debt Service
  • Forecast will be sent out to today
## TransNet Revenue Forecast

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>July 2021 Population</th>
<th>Maintained Miles</th>
<th>FY 2022 Revised*</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>114,463</td>
<td>340.69</td>
<td>$3,858</td>
<td>$3,887</td>
<td>$4,031</td>
<td>$4,149</td>
<td>$4,275</td>
<td>$4,403</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>272,202</td>
<td>485.89</td>
<td>$7,726</td>
<td>$7,778</td>
<td>$8,069</td>
<td>$8,306</td>
<td>$8,559</td>
<td>$8,817</td>
</tr>
<tr>
<td>Coronado</td>
<td>21,381</td>
<td>52.68</td>
<td>$713</td>
<td>$720</td>
<td>$745</td>
<td>$765</td>
<td>$787</td>
<td>$810</td>
</tr>
<tr>
<td>Del Mar*</td>
<td>4,268</td>
<td>24.94</td>
<td>$43</td>
<td>$111</td>
<td>$120</td>
<td>$125</td>
<td>$128</td>
<td>$135</td>
</tr>
<tr>
<td>El Cajon</td>
<td>104,393</td>
<td>195.07</td>
<td>$3,032</td>
<td>$3,051</td>
<td>$3,164</td>
<td>$3,257</td>
<td>$3,355</td>
<td>$3,455</td>
</tr>
<tr>
<td>Encinitas</td>
<td>62,183</td>
<td>167.17</td>
<td>$2,044</td>
<td>$2,057</td>
<td>$2,133</td>
<td>$2,194</td>
<td>$2,260</td>
<td>$2,327</td>
</tr>
<tr>
<td>Escondido</td>
<td>153,008</td>
<td>334.04</td>
<td>$4,622</td>
<td>$4,656</td>
<td>$4,830</td>
<td>$4,971</td>
<td>$5,122</td>
<td>$5,276</td>
</tr>
<tr>
<td>Imperial Beach*</td>
<td>28,055</td>
<td>61.07</td>
<td>$567</td>
<td>$524</td>
<td>$544</td>
<td>$882</td>
<td>$979</td>
<td>$1,007</td>
</tr>
<tr>
<td>La Mesa*</td>
<td>59,966</td>
<td>151.98</td>
<td>$1,399</td>
<td>$1,439</td>
<td>$2,017</td>
<td>$2,076</td>
<td>$2,138</td>
<td>$2,201</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>26,526</td>
<td>62.30</td>
<td>$865</td>
<td>$867</td>
<td>$898</td>
<td>$923</td>
<td>$950</td>
<td>$977</td>
</tr>
<tr>
<td>National City</td>
<td>62,099</td>
<td>104.02</td>
<td>$1,774</td>
<td>$1,784</td>
<td>$1,849</td>
<td>$1,902</td>
<td>$1,959</td>
<td>$2,017</td>
</tr>
<tr>
<td>Oceanside</td>
<td>177,335</td>
<td>445.39</td>
<td>$4,027</td>
<td>$5,639</td>
<td>$5,850</td>
<td>$6,022</td>
<td>$6,204</td>
<td>$6,391</td>
</tr>
<tr>
<td>Poway</td>
<td>49,338</td>
<td>169.95</td>
<td>$1,794</td>
<td>$1,803</td>
<td>$1,869</td>
<td>$1,923</td>
<td>$1,980</td>
<td>$2,039</td>
</tr>
<tr>
<td>San Diego*</td>
<td>1,430,483</td>
<td>2,984.98</td>
<td>$41,844</td>
<td>$42,127</td>
<td>$43,293</td>
<td>$39,840</td>
<td>$41,306</td>
<td>$42,805</td>
</tr>
<tr>
<td>San Marcos*</td>
<td>97,209</td>
<td>174.93</td>
<td>$1,857</td>
<td>$1,889</td>
<td>$1,994</td>
<td>$2,079</td>
<td>$2,170</td>
<td>$2,263</td>
</tr>
<tr>
<td>Santee*</td>
<td>57,999</td>
<td>117.23</td>
<td>$867</td>
<td>$892</td>
<td>$897</td>
<td>$773</td>
<td>$815</td>
<td>$854</td>
</tr>
<tr>
<td>Solana Beach*</td>
<td>13,838</td>
<td>42.55</td>
<td>$191</td>
<td>$195</td>
<td>$212</td>
<td>$227</td>
<td>$242</td>
<td>$258</td>
</tr>
<tr>
<td>Vista</td>
<td>102,928</td>
<td>169.92</td>
<td>$2,893</td>
<td>$2,913</td>
<td>$3,021</td>
<td>$3,108</td>
<td>$3,202</td>
<td>$3,298</td>
</tr>
<tr>
<td>County*</td>
<td>505,675</td>
<td>1,953.24</td>
<td>$17,536</td>
<td>$17,684</td>
<td>$18,397</td>
<td>$18,969</td>
<td>$19,586</td>
<td>$20,226</td>
</tr>
<tr>
<td><strong>Subtotal Street &amp; Road</strong>*</td>
<td><strong>3,343,349</strong></td>
<td><strong>8,038.0</strong></td>
<td><strong>$97,653</strong></td>
<td><strong>$100,016</strong></td>
<td><strong>$103,935</strong></td>
<td><strong>$102,492</strong></td>
<td><strong>$106,016</strong></td>
<td><strong>$109,557</strong></td>
</tr>
</tbody>
</table>

---

* Figures marked with an asterisk (*) indicate estimated or projected data based on the most current information available.

---

**SANDAG**
2021 Regional Plan

- Adopted by the Board on December 10, 2021
- Federally Approved on January 28
- Applicable RTP for the 2023 RTIP
- Regional Arterials Project List – Appendix A & Appendix C
- Approved RAS network – Appendix T Attachment 2
2021 Regional Plan

• Projects should be consistent in scope, cost and schedule with the 2021 Regional Plan
  • Cannot accelerate projects Open to Traffic Dates
  • Air Quality budgets are **TIGHT**

• Projects should be consistent with the Regional Plan Implementation Strategies – Appendix B
Implementation Strategies

- Social Equity
- Comprehensive Multimodal Corridor Plans (CMCP)
- Update of the TransNet Ordinance
- Value Pricing and User Fee Implementation Strategy
- Next Operating System (Next OS)
- RTIP Implementation and 2021 Regional Plan Alignment (Mobility Hubs, Complete Corridors, etc.)
- Low-carbon transportation options, roadway safety and maintenance, habitat conservation, and nature-based climate solutions
- Data Science and Travel Demand Modeling Tools
Please ensure your agency is represented – your input matters!!
Modeling & Coding Requirements

Joaquin Ortega, Associate Researcher and Modeler
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.
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

PROJECT TITLE: Spell Check
Citracado Parkway II

PROJECT DESCRIPTION: Spell Check
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
BIKE/PED: Yes

SYSTEM: Local
LOCATION TYPE: Street Segment
ROAD NAME: Citracado Parkway
FROM: West Valley
TO: Harmony Grove
DIST MILE(S): 5

VIEW PROJECT DIAGRAM

ENVIRONMENTAL CLEARANCE PHASE
* May 2008

AWARD CONST. CONTRACT PHASE
Jun 2018

CLOSE OUT DATE
12/1/2021

OPEN TO TRAFFIC
Dec 2020

LAST SUBMITTED
4/21/2008
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
Hand Drawing

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

N

1500’
Both directions

Rancho del Oro

1500’
Both directions
Insufficient Detail
Insufficient Detail
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
Strategic Direction - Anticipated changes to the Ordinance

- Social Equity
- Digital Communications Infrastructure
- Performance Reporting Requirements
- Fix it First
ITOC Responsibility No. 8

“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 2023 RTCIP Fee: $2,688.21
• 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

![Bikeway Types](image-url)
TransNet Audit Recommendations

• Ensure Compliance with Rule #21
  • SANDAG is requiring plans and drawings for any project touching the roadway surface such as the following types of projects:
    • Bike/Ped
    • Pavement Rehab (>1" Overlay)
    • Median Improvements or intersection reconfiguration
    • Turning lanes and traffic calming
  • Drawings not needed for these projects
    • Planning/Study
    • Signal/Fiber
  • New Tab – Drop Down response on Bike/Ped Question
Resolution Requirements

• **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.

• Non-Compliant projects will be reported to ITOC as potentially not eligible for *TransNet*
Questions on what adequate means?

• SANDAG Regional Bike Plan

• Contact SANDAG Active Transportation Planning Team
  • Chris Kluth
  • chris.kluth@sandag.org
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
Local Assistance

MISSION

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

Federal Legislature

California Legislature

Help us!
It’s very complicated!

Regional & Local Agencies
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
Focus

Delivery

Allocations, Authorizations, Agreements

Funding Opportunities & Guidelines

Existing & New Programs

Oversight

Risk Based Oversight

Audits & Process Reviews

FHWA & State Policy & Procedures

Guidance

Training

Publications

Communication

Local Assistance
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 the 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
- MPO/RTPA programs project into the RTIP
PROGRAMMING
Transportation Programming

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

• When to program:
  • October Status Report 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 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
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 fiscal year
  - Outside of the 4-year RTIP funding window
- No EPSP approved
- Not programmed for Advanced Construction (AC)
- Project Description
### 2017 Federal Transportation Improvement Program

**San Luis Obispo Region (in $000s)**

<table>
<thead>
<tr>
<th>San Luis Obispo County</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO ID: 2230000768</td>
</tr>
<tr>
<td>PPNO: N/A EA#: N/A</td>
</tr>
<tr>
<td>TITLE: SR 227 Operational Improvements</td>
</tr>
</tbody>
</table>

**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

<table>
<thead>
<tr>
<th>Fund Type</th>
<th>Fund Year</th>
<th>Fund Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CMAQ - Congestion Mitigation</strong></td>
<td>$450</td>
<td>$450</td>
</tr>
<tr>
<td>Future Funds</td>
<td>$6,000</td>
<td>$6,000</td>
</tr>
<tr>
<td>RSTP-RSHA</td>
<td>$1,300</td>
<td>$1,300</td>
</tr>
<tr>
<td>RSTP-RSHA (PID)</td>
<td>$100</td>
<td>$100</td>
</tr>
</tbody>
</table>

**TOTAL:** $7,850  
**PRIOR:** $550  
**17/18:** $1,300  
**18/19:** $6,000  
**19/20:** $450  
**Beyonc**e $7,300  
**PE:** $450  
**RW:** $6,000  
**CON:** $1,300

**COMMENTS:** CMAQ funding 16/17. RSHA funding 2018. Per SLOCOG Board Feb 2016 Action.
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
Performance Management

Sam Sanford, Senior Regional Planner
Long Range Transportation Planning
Overview

U.S. Legislation
- MAP-21 Act

Department Oversight
- U.S. DOT

Implementing Administrations
- FHWA
- FTA

Final Rules
- PM 1 – Safety
- PM 2 – Infrastructure Condition
- PM 3 – System reliability, freight, and CMAQ
- Transit Asset Management
- Public Transportation Safety
- Safety
Appendix Q: Federal System Performance Report

Transportation Performance Management

Introduction
Signed into law in 2012, the federal surface transportation bill Moving Ahead for Progress in the 21st Century Act (MAP-21) included provisions for establishing performance- and outcome-based planning and programming. This includes national performance goals for the Federal-aid Highway Program in seven areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays (23 U.S.C. §502[a]). This act significantly advanced the application of performance-based planning and programming in the field of transportation. It established a system to further inform transportation planning and programming with the unified application of observed data, performance measures, and performance targets in the areas of safety, asset condition, and system performance.

The subsequent federal surface transportation bill, Fixing America’s Surface Transportation (FAST) Act continued these performance provisions. Starting in 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued a series of final rules to implement the performance provisions of MAP-21 and the FAST Act. These rules establish the protocols, including the timelines, processes, data, and reporting requirements for performance compliance.

The rules were designed to be applicable nationwide and to provide meaningful information at regional, state, and national levels. FHWA released three rules that are community oriented to Performance Measures (PM 1) (safety), PM 2 (infrastructure condition), and PM 3 (system performance, freight movement, and Congestion Mitigation and Air Quality) (CMAPQ) (23 CFR Parts 490). FTA released a Transit Asset Management (TAM) rule establishing procedures to help maintain key transit assets in a state of good repair and a Public Transportation Agency Safety Plan (PTASP) rule.

The metropolitan transportation planning rule (23 CFR Parts 400 and 771 and 49 CFR Part 933), jointly released by FHWA and FTA, guides how performance is integrated into planning and programming processes and documents. This rule states that:

- The transportation planning process “shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 U.S.C. §130(b) and the general purposes described in 49 U.S.C. §301(b)” (23 CFR 400.300).
Performance Management - RTIP

Appendix H
Federal Performance Management

Transportation Performance Management

Introduction
Signed into law in 2012, the federal surface transportation bill Moving Ahead for Progress in the 21st Century Act (MAP-21) included provisions for the establishment of a performance- and outcomes-based program that includes national performance goals for the Federal-Aid Highway Program. It also includes area safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays (23 USC 159(b)). This act significantly advanced the application of performance-based planning and programming in the field of transportation. It established a system to further inform transportation planning and programming with the unified application of observed data, performance measures, and performance targets in the areas of safety, asset condition, and system performance.

The subsequent surface transportation bill, Fixing America’s Surface Transportation (FAST) Act continued these performance provisions. Starting in 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued a series of Final Rules to implement the performance provisions of MAP-21 and FAST Act. These rules establish the protocols, including the metrics, processes, data, and reporting requirements, to comply with the performance provisions. The rules were designed to be applicable nationwide and provide meaningful information at regional scales and larger. FHWA released three rules that are commonly referred to as PM 1 for safety, PM 2 for asset condition, and PM 3 for system performance. Freight movement, and Congestion Mitigation and Air Quality (23 CFR Part 400). FTA released a transit asset management (TAM) rule establishing procedures to help maintain key transit assets in a state of good repair and a public transportation safety rule. A separate transportation planning rule (23 CFR Part 460) and TIFIA Credit Program rules (23 CFR Part 480), jointly released by FHWA and FTA, guide how performance is integrated into planning and programming processes and documents. This rule states that the Regional Transportation Improvement Program (RTIP) shall be designed such that it “make progress towards achieving performance targets” and that it includes, “the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets.”

In support of these rules, SANDAG has entered into data-sharing and target-setting coordination agreements with Caltrans, San Diego Metropolitan Transit System (MTS), and North County Transit District (NCTD). In March 2018, SANDAG and Caltrans signed an addendum to the Memorandum of Understanding (MOU) on Planning and Programming to meet the performance-based planning and programming requirements established in MAP-21. In April 2019, SANDAG and Caltrans entered into a data concurrence agreement to enable the use of mutually agreed-upon datasets for target-setting purposes.

Performance Management

<table>
<thead>
<tr>
<th>PM1 - SAFETY</th>
<th>SAFETY PROJECT</th>
<th>YES ✓</th>
</tr>
</thead>
<tbody>
<tr>
<td>% $ SAFETY</td>
<td></td>
<td>11.40</td>
</tr>
</tbody>
</table>

PM2 - PAVEMENT/BRIDGE CONDITION
PROJECT ON NHS

<table>
<thead>
<tr>
<th>YES ✓</th>
<th>YES ✓</th>
<th>YES ✓</th>
</tr>
</thead>
</table>

LANE MILES ON NHS
58,230
8

% $ NHS PAVEMENT
20.10

% $ NHS BRIDGE
10.60

BRIDGE #
57-1224, 57-12

57-1224, 57-12
Performance Management Section in ProjectTrak

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

Questions

PERFORMANCE MEASURES

Select Sections

- Performance Management
- Social Equity
- Bicycle and Pedestrian Routine Accommodation

SAVE
New – Performance Measures Questions

- If on the NHS, what is the predominant work type?
- Is the project expected to improve travel reliability?
- What percent of total project costs will help improve travel reliability?
- Is the project expected to reduce single-occupancy-vehicle (SOV) trips or SOV vehicle miles traveled?
- Is the project expected to reduce peak hour delay?
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>
</tr>
</thead>
<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>
</tr>
<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

CMF Webinar

The Right Fit: Finding and Applying the Right CMF for the Job

Missed the webinar? Click here to view a recording and download the presentation slides.

• 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
2023 Regional Transportation Improvement Program (RTIP) Update

Richard Radcliffe, Associate Financial Analyst
Financial Planning and Budgeting
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
2023 RTIP 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 fund sources if needed
  • Update funding for non-TransNet projects if needed
  • Complete projects that are finished or fully funded
2023 RTIP Update – Do’s and Don’ts

• DON’TS
  • Add new funding in FY21 or FY22
    • FY21 should only be changed if reconciling programming to payments
  • Add new non-exempt project unless in Regional Plan, or not on a Regional Arterial
  • Change scope for non-exempt projects unless it is consistent with the plan – check with SANDAG
2023 RTIP Update Schedule

• ProjectTrak is now open for project entry
• All projects are due – 3/18
• Resolutions are due – 7/1
• Public Hearing - 9/2 TC meeting
• Board will be asked to adopt on 9/23
What to Submit

• Each agency will be asked to submit:
  • Projects in ProjectTrak
  • Signed resolution
  • Back-up listings for grouped projects (street list for pavement projects, etc.)
  • Project plans for Rule 21- bike/ped accommodation
  • Complete all relevant sections in the new Performance Measures tab
2023 RTIP Update – *TransNet* Biennial

- *TransNet* Biennial Element
  - Always ends in an even year (FY 2023 – FY 2024)
  - Can only draw funds programmed in these 2 fiscal years
  - Funds programmed prior to FY 2023 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
If these funds have not been requested, then you need to re-program and added to LSI Carry Over in FY 22/23 or FY 23/24

**Funds are available between the 2 years in the Biennial**
Calculate Carry Over

1) Carry Over programmed in the 2023 RTIP must be **estimated**

2) Actual Carry Over will be available from Finance after the end of the Fiscal Year
Calculate Carry Over

1) FY22 Beginning balance at SANDAG can be programmed as Carry Over.

2) Revised FY22 Revenue not programmed and drawn will be Carry Over.
How to Calculate Carry Over

• Step 1 – Take the total net available estimated balance at SANDAG from the FY22 Estimated Cashflow LSI
How to Calculate Carry Over

- Step 2 – Estimate how much of the revised FY22 revenue will be drawn
- The remainder will be Carry Over
How to Calculate Carry Over

• Step 3 – Add FY22 Beginning balance to FY22 undrawn revenue to arrive at estimated Carry Over for programming in the 2023 RTIP

• Carlsbad example: $19.96M + $2.3M = $22.26M
2021 / 2023 RTIPs

• The 2021 RTIP continues - funds still available
• The FY21/FY22 Biennial ends
• New TransNet funds will be available to draw after the Board adopts the 2023 RTIP
• Any new federal funds in the 4-year period 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 programmed in the 2023 RTIP
2023 RTIP Programming Process

Richard Radcliffe, Associate Financial Analyst
Financial Planning and Budgeting
ProjectTrak – 2023 RTIP Update

• Choose from the following Options:

  In Progress Adoptions
  - TIP Adoption
    - 0 In Progress
    - 0 In Denied

• Select one of the options below:

  TIP
  - Create New Project
  - Carry Over Projects From Previous TIP
Programming *TransNet* projects in ProjectTrak

- Reconcile FY21 *TransNet* to payments
- Program *TransNet* from revenue estimates
  - Add/remove 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
### 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>
<tr>
<td>2009</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$6,217,439</td>
<td>$6,217,439</td>
</tr>
<tr>
<td>2011</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$6,639,316</td>
<td>$6,639,316</td>
</tr>
<tr>
<td>2012</td>
<td>TransNet - Local Streets Improvements Carry Over</td>
<td>$0</td>
<td>$0</td>
<td>$8,798,040</td>
<td>$8,798,040</td>
</tr>
<tr>
<td>2013</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$7,237,600</td>
<td>$7,237,600</td>
</tr>
<tr>
<td>2014</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$7,491,022</td>
<td>$7,491,022</td>
</tr>
<tr>
<td>2015</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$8,060,402</td>
<td>$8,060,402</td>
</tr>
<tr>
<td>2016</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$7,755,065</td>
<td>$7,755,065</td>
</tr>
<tr>
<td>2017</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$9,506,079</td>
<td>$9,506,079</td>
</tr>
<tr>
<td>2018</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$9,912,970</td>
<td>$9,912,970</td>
</tr>
<tr>
<td>2019</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$9,591,209</td>
<td>$9,591,209</td>
</tr>
<tr>
<td>2020</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$9,444,810</td>
<td>$9,444,810</td>
</tr>
<tr>
<td>2021</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$10,384,902</td>
<td>$10,384,902</td>
</tr>
<tr>
<td>2022</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$10,851,786</td>
<td>$10,851,786</td>
</tr>
<tr>
<td>2023</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$11,300,256</td>
<td>$11,300,256</td>
</tr>
<tr>
<td>2024</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$11,700,018</td>
<td>$11,700,018</td>
</tr>
<tr>
<td>2025</td>
<td>TransNet - Local Streets Improvements</td>
<td>$0</td>
<td>$0</td>
<td>$12,082,257</td>
<td>$12,082,257</td>
</tr>
</tbody>
</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>
</tr>
</thead>
<tbody>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY09</td>
<td>$6,217,439</td>
<td>$6,217,439</td>
<td>$0</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY11</td>
<td>$0</td>
<td>$6,639,316</td>
<td>-$6,639,316</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY12</td>
<td>$13,876,916</td>
<td>$7,237,600</td>
<td>-$6,639,316</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY13</td>
<td>$8,798,040</td>
<td>$8,798,040</td>
<td>$0</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY14</td>
<td>$8,060,402</td>
<td>$8,060,402</td>
<td>$0</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY15</td>
<td>$4,643,863</td>
<td>$7,491,022</td>
<td>-$2,847,159</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY16</td>
<td>$7,755,065</td>
<td>$7,755,065</td>
<td>$0</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY17</td>
<td>$2,847,159</td>
<td>$0</td>
<td>-$2,847,159</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY18</td>
<td>$8,912,970</td>
<td>$8,912,970</td>
<td>$0</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY19</td>
<td>$8,506,079</td>
<td>$8,506,079</td>
<td>$0</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY20</td>
<td>$9,563,383</td>
<td>$9,591,209</td>
<td>-$27,826</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY21</td>
<td>$9,672,307</td>
<td>$9,644,481</td>
<td>-$27,826</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY22</td>
<td>$9,916,236</td>
<td>$9,916,236</td>
<td>$0</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY23</td>
<td>$10,474,596</td>
<td>$10,474,596</td>
<td>$0</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY24</td>
<td>$10,384,902</td>
<td>$10,384,902</td>
<td>$0</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY25</td>
<td>$7,234,525</td>
<td>$10,851,786</td>
<td>-$3,617,261</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY26</td>
<td>$0</td>
<td>$11,300,256</td>
<td>-$11,300,256</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY27</td>
<td>$0</td>
<td>$11,700,018</td>
<td>-$11,700,018</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY28</td>
<td>$0</td>
<td>$12,082,257</td>
<td>-$12,082,257</td>
</tr>
<tr>
<td>TransNet - Local Streets Improvements</td>
<td>FY29</td>
<td>$0</td>
<td>$12,450,537</td>
<td>-$12,450,537</td>
</tr>
</tbody>
</table>

SANDAG
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 RTIP 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
# Outcome/Output ITOC Report

**Proposed Outputs and Outcomes for TransNet Local Street Improvement Funded Projects - FY 2021-FY 2022**

## 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>Biennial Output</th>
<th>Type of Output</th>
<th>Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>New or Expanded Facilities</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>$29,498,707</td>
<td>$20,041,189</td>
<td>4</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>4</td>
<td>$6,359,092</td>
<td>$6,024,650</td>
<td>2</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>12</td>
<td>$15,108,122</td>
<td>$11,442,000</td>
<td>15</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>2</td>
<td>$366,718</td>
<td>$403,650</td>
<td>1</td>
<td>Miles Roadway</td>
<td>Improve Bicycle Safety and Access</td>
</tr>
<tr>
<td>Other</td>
<td>New/expand - Other</td>
<td>4</td>
<td>$33,438,448</td>
<td>$5,387,060</td>
<td>N/A</td>
<td>Miles Roadway</td>
<td>Various</td>
</tr>
<tr>
<td></td>
<td><strong>New or Expanded Facilities</strong></td>
<td><strong>Subtotal</strong></td>
<td><strong>27</strong></td>
<td><strong>$84,771,087</strong></td>
<td><strong>$43,298,489</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major Rehabilitation and Reconstruction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Retrofit or Replacement</td>
<td>Bridge</td>
<td>5</td>
<td>$1,900,302</td>
<td>$32,081</td>
<td>8</td>
<td>Miles Roadway</td>
<td>Reduces Congestion/Improves Traffic Flow</td>
</tr>
<tr>
<td>Roadway drainage improvements for improving capacity impeding conditions (i.e. significant/frequent roadway flooding)</td>
<td>Rd Recons/Rehab</td>
<td>4</td>
<td>$3,046,000</td>
<td>$693,000</td>
<td>4</td>
<td>Miles Roadway</td>
<td>Reduces Congestion/Improves Traffic Flow</td>
</tr>
<tr>
<td>Roadway Realignment (Increases Capacity)</td>
<td>RoadRecons/Rehab</td>
<td>3</td>
<td>$201,927</td>
<td>$6,822,451</td>
<td>1</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 Recons/Rehab</td>
<td>20</td>
<td>$50,624,857</td>
<td></td>
<td></td>
<td>Miles Roadway</td>
<td>Roadway Maintenance/Reduces Congestion</td>
</tr>
<tr>
<td>Other</td>
<td>Rehab&amp;Recon - Other</td>
<td>14</td>
<td>$29,338,510</td>
<td>$10,017,000</td>
<td>N/A</td>
<td>Various</td>
<td>Various</td>
</tr>
<tr>
<td></td>
<td><strong>Major Rehabilitation and Reconstruction</strong></td>
<td><strong>Subtotal</strong></td>
<td><strong>58</strong></td>
<td><strong>$100,608,169</strong></td>
<td><strong>$35,085,101</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

*SANDAG*
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 21 payments and anticipated FY22 draw
    • If programming RTCIP – is this an RAS Project?

• Correct change reason, informative narrative and appropriate programming for completed, deleted, delayed projects
New: Performance Measures Tab

3 Sections:
• Performance Management
• Social Equity
• Bike/Ped Routine Accommodation
  • For Local Agency Bike/Ped projects
Performance Measures Tab

PERFORMANCE MEASURES

Select Sections

- Performance Management
- Social Equity
- Bicycle and Pedestrian Routine Accommodation

PERFORMANCE MANAGEMENT

If the project is on the NHS, what is the predominant FHWA work type?

- Select a Option -

This project is expected to improve travel reliability on the: (select most applicable from list below)

- Select a Option -
Performance Measures Tab

PERFORMANCE MEASURES

Select Sections

- Performance Management
- Social Equity
- Bicycle and Pedestrian Routine Accommodation

SOCIAL EQUITY

Has a Title VI analysis been performed for this project

- Select a Option -

Considering race, income, languages spoken, and ability, indicate which group(s) would benefit from the project.

- Select a Option -
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
2023 RTIP Update – Grouped Projects

- Similar projects are reported as part of a grouped project
- SANDAG assigns 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
## Upcoming Amendments & Admin Mods

<table>
<thead>
<tr>
<th>Amendment Type</th>
<th>Responsible Agency</th>
<th>Due Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amendment Notification Memo/ProjectTrak available for project input*</td>
<td>SANDAG</td>
<td>10/14/22</td>
</tr>
<tr>
<td>Final List of projects due in ProjectTrak including signed resolutions</td>
<td>Project sponsors</td>
<td>11/18/22</td>
</tr>
<tr>
<td>SANDAG issues 15-day public notice</td>
<td>SANDAG/ members of the public</td>
<td>12/2/22</td>
</tr>
<tr>
<td>Public Comment period ends</td>
<td>SANDAG</td>
<td>12/17/22</td>
</tr>
<tr>
<td>ITOC reports due</td>
<td></td>
<td>12/30/22</td>
</tr>
<tr>
<td>ITOC Meeting</td>
<td>ITOC</td>
<td>1/11/23</td>
</tr>
<tr>
<td>Executive Director Approval</td>
<td>SANDAG</td>
<td>3/10/23</td>
</tr>
<tr>
<td>Transportation Committee Meeting</td>
<td>SANDAG</td>
<td>1/20/23</td>
</tr>
<tr>
<td>SANDAG Board Ratification**</td>
<td>SANDAG</td>
<td>1/27/23</td>
</tr>
</tbody>
</table>
RTIP Web Site

• 2023 RTIP webpage: www.sandag.org/2023rtip
• ProjectTrak Login page: projecttrak.sandag.org/secure/login.asp
• Additional RTIP/ProjectTrak training is available
  • Topics include:
    • RTIP Basics (Why, When, How, Where)
    • ProjectTrak Basics (Reports, Screens and Tabs)
Questions

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

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