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Consul General of **Mexico**

Gary L. Gallegos
Executive Director, **SANDAG**



BOARD OF DIRECTORS AGENDA

Friday, September 26, 2014

9 a.m. to 12 noon

**SANDAG Board Room
401 B Street, 7th Floor
San Diego**

AGENDA HIGHLIGHTS

- **PROPOSED FINAL 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM, INCLUDING THE AIR QUALITY CONFORMITY DETERMINATION**
- **ACTIVE TRANSPORTATION PROGRAM REGIONAL COMPETITION**
- **TransNet ENVIRONMENTAL MITIGATION PROGRAM: FY 2015 IMPLEMENTATION**

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MESSAGE FROM THE CLERK

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MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region's quality of life.



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BOARD OF DIRECTORS

Friday, September 26, 2014

ITEM NO.		RECOMMENDATION
+1.	<p>APPROVAL OF MEETING MINUTES</p> <p>+1A. July 11, 2014, Board Policy Meeting Minutes +1B. July 25, 2014, Board Business Meeting Minutes +1C. August 15, 2014, Board Special Meeting Minutes</p>	APPROVE
2.	<p>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</p> <p>Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading "Reports." Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.</p>	
+3.	<p>ACTIONS FROM POLICY ADVISORY COMMITTEES (Victoria Stackwick)</p> <p>This item summarizes the actions taken by the Policy Advisory Committees since the last Board Business Meeting. The Board of Directors is asked to ratify the actions of the Policy Advisory Committees.</p>	APPROVE
CONSENT		
+4.	<p>APPROVAL OF PROFESSIONAL SERVICES SOLICITATIONS (Laura Coté)*</p> <p>The Board of Directors is asked to authorize the Executive Director to conduct two solicitations for on-call construction management services.</p>	APPROVE
+5.	<p>INLAND RAIL TRAIL BIKEWAY - SAN MARCOS TO VISTA SEGMENT: ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION (Emilio Rodriguez)*</p> <p>On July 26, 2013, the Board of Directors adopted a Subsequent Mitigated Negative Declaration (MND) for the Inland Rail Trail Bikeway, satisfying the requirements of the California Environmental Quality Act. The Board of Directors is asked to adopt the Addendum to the Final Subsequent MND for the San Marcos to Vista Segment of the Inland Rail Trail Bikeway.</p>	ADOPT
+6.	<p>MASTER FUND TRANSFER AGREEMENT WITH CALTRANS (Tim Watson)</p> <p>The Master Fund Transfer Agreement (MFTA) with Caltrans is a ten-year agreement that allows SANDAG to receive Consolidated Planning Grant funds on an annual basis. The current MFTA expires on December 31, 2014, and Caltrans has requested an adopted Board Resolution by September 30, 2014, to extend the current agreement. The Executive Committee recommends that the Board of Directors adopt Resolution No. 2015-06 to authorize the Executive Director to execute the revised MFTA, enabling SANDAG to receive federal planning funds.</p>	ADOPT

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|------|--|-------------|
| +7. | REGIONAL COMPREHENSIVE PLAN: 2012-2013 BIENNIAL PERFORMANCE MONITORING REPORT (Coleen Clementson) | ACCEPT |
| | Every two years, SANDAG prepares a report to monitor progress on the implementation of the Regional Comprehensive Plan. The attached report provides information for the 2012-2013 reporting period. The Regional Planning Committee recommends that the SANDAG Board of Directors accept the 2012-2013 Biennial Regional Comprehensive Plan Performance Monitoring Report. | |
| +8. | OVERVIEW OF DEVELOPMENTS IN THE FINANCIAL MARKETS AND QUARTERLY INVESTMENT REPORT AND ANNUAL INTEREST RATE SWAP EVALUATION FOR THE PERIOD ENDING JUNE 30, 2014 (Lisa Kondrat-Dauphin, André Douzjian, and Marney Cox)* | INFORMATION |
| | This quarterly report provides various finance-related items to the Board of Directors, including: (1) a quarterly report of investments, including all money under the direction or care of SANDAG; (2) an annual report and evaluation of all outstanding interest rate swaps; and, (3) information about the latest developments in the financial markets, the economy, and sales tax revenues. | |
| +9. | QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS - APRIL THROUGH JUNE 2014 (Michelle Smith)* | INFORMATION |
| | This quarterly report summarizes the current status of major transit, highway, arterial, traffic management, and Transportation Demand Management projects in the SANDAG five-year Regional Transportation Improvement Program for the period April through June 2014. | |
| +10. | REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (André Douzjian)* | INFORMATION |
| | In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Executive Director since the last Board of Directors meeting. | |
| +11. | REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Victoria Stackwick) | INFORMATION |
| | Board members will provide brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board of Directors meeting. | |

CHAIR'S REPORT

- | | | |
|------|---|-------------|
| +12. | APPOINTMENT OF NOMINATING COMMITTEE FOR SANDAG BOARD OFFICERS* | INFORMATION |
| | In accordance with the SANDAG Bylaws, the Chair will appoint up to a six-person nominating committee for Board officers, made up of Board members from each of the four subregions and a member from the City of San Diego and the County of San Diego. The nominating committee will submit its slate nominees, in writing, for mailing to Board members in or around November 2014. | |

+13. **PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR*** **APPROVE**

The Executive Committee recommends that the Board of Directors approve: (1) the Executive Director's Performance Evaluation for the period July 2013 to June 2014, determining his performance satisfactory; and (2) Key Success Indicators that would be used to evaluate the overall performance of the Executive Director for FY 2015. The Committee also recommends a bonus award to the Executive Director based on accomplishment of the performance objectives during the past year.

14. **RECOGNITION OF OUTGOING *TransNet* INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE MEMBER*** **INFORMATION**

The Board of Directors will recognize Paul Fromer, an outgoing member of the *TransNet* Independent Taxpayer Oversight Committee.

REPORTS

+15. **PROPOSED FINAL 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM, INCLUDING THE AIR QUALITY CONFORMITY DETERMINATION (San Diego Council President Todd Gloria, Transportation Committee Chair; Michelle Smith)*** **APPROVE**

SANDAG is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP), a multiyear program of proposed major transportation projects, including the *TransNet* Program of Projects. The Transportation Committee recommends that the Board of Directors: (1) adopt Resolution No. 2015-05, approving the Proposed Final 2014 RTIP, including its air quality conformity determination and the air quality conformity re-determination of the 2050 Revenue Constrained Regional Transportation Plan; and (2) direct staff to submit the final 2014 RTIP to the state.

+16. **ACTIVE TRANSPORTATION PROGRAM REGIONAL COMPETITION (San Diego Council President Todd Gloria, Transportation Committee Chair; Jenny Russo)** **APPROVE**

On May 23, 2014, the Board of Directors authorized the Call for Projects for the Active Transportation Program (ATP) regional competitive funding process in accordance with the California Transportation Commission (CTC) ATP guidelines. The Transportation Committee recommends that the Board of Directors: (1) adopt Resolution No. 2015-07, certifying the results of the San Diego Regional ATP competition, including the proposed ATP Application Ranking and Funding Recommendations; and (2) recommend that the CTC fund the San Diego Regional ATP projects.

+17. ***TransNet* ENVIRONMENTAL MITIGATION PROGRAM: FY 2015 IMPLEMENTATION (Solana Beach Deputy Mayor Lesa Heebner, Regional Planning Committee Chair; Keith Greer)*** **APPROVE**

The Regional Planning and Transportation Committees recommend that the Board of Directors approve: (1) the proposed FY 2015 - FY 2016 Work Plan for regional land management and biological monitoring and allocation of funding for FY 2015, which totals \$4 million; and (2) the draft eligibility, submittal, and evaluation criteria and the release of the Call for Projects for the seventh cycle of the *TransNet* Environmental Mitigation Program Land Management Grant Program.

- +18. PUBLIC SAFETY AT SANDAG - POLICY REVIEW (Poway Mayor Don Higginson, SANDAG Second Vice Chair; Kurt Kroninger) APPROVE

At the July 11, 2014, Board Policy meeting, an overview of the SANDAG Public Safety Program was provided. The Board of Directors directed staff to develop alternatives to current Board Policy, including alternatives for a revised composition of voting members serving on the Public Safety Committee. These topics were presented to the Executive Committee at its September 12, 2014, meeting. The Executive Committee recommends that the Board of Directors approve the proposed Board Policy amendments.

- +19. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9(d)(2) – ONE POTENTIAL CASE (John Kirk)

The Board of Directors will be briefed on a claim presented by Katie Lundell, acting as the guardian ad litem for Kyleigh Lindenmeier, stemming from the death of the minor's father by a passing train on March 4, 2014.

20. CONTINUED PUBLIC COMMENTS

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

21. UPCOMING MEETINGS INFORMATION

The next Board Policy meeting is scheduled for Friday, October 10, 2014, at 10 a.m. **Please note, this meeting will be held at the following location:**

San Ysidro Middle School - Multicultural Complex
4345 Otay Mesa Road
San Ysidro, CA 92173

The next Board Business meeting is scheduled for Friday, October 24, 2014, at 9 a.m.

22. ADJOURNMENT

+ next to an agenda item indicates an attachment

* next to an agenda item indicates a San Diego County Regional Transportation Commission item



BOARD OF DIRECTORS DISCUSSION AND ACTIONS

JULY 11, 2014

Chairman Jack Dale (Santee) called the meeting of the SANDAG Board of Directors to order at 10:01 a.m. The attendance sheet for the meeting is attached.

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Anne McMillan Eichman, Little Italy Residents Association, spoke regarding concerns of the Association with the proposed downtown layover facility.

Mike Werner, a member of the public, spoke regarding security issues at transit stations.

Chairman Dale briefed the Board members regarding the rating agency interviews for the 2014 Series Bond Issuance.

REPORTS

2. PUBLIC SAFETY PROGRAM AT SANDAG

The SANDAG Public Safety Program includes the Criminal Justice Research Division (CJRD) and the Automated Regional Justice Information System (ARJIS), and is overseen by the Public Safety Committee.

2A. OVERVIEW OF PUBLIC SAFETY PROGRAM (INFORMATION)

Mayor Mary Sessom (Lemon Grove), Public Safety Committee Chair, introduced the item.

Pam Scanlon, ARJIS Division Director, presented an overview of the ARJIS Program.

Cynthia Burke, CJRD Division Director, presented an overview of the CJRD Program.

Action: This item was presented for information.

2B. PRESENTATION OF FINDINGS (DISCUSSION)

Diane Eidam, SANDAG Strategic Advisor, presented findings from a recent review of these programs.

Chief David Bejarano, San Diego County Chiefs and Sheriffs Association, spoke in support of maintaining the current structure of the Public Safety Program.

Action: Upon a motion by Supervisor Ron Roberts (County of San Diego) and a second by Mayor Sam Abed (Escondido), the Board of Directors voted on the motion to approve staff recommendations and to direct staff to report back to Executive Committee and Board of Directors regarding Policy changes. Yes – 16 (weighted vote, 50%). No – 3 (weighted vote, 50%). Abstain – 0 (weighted vote, 0%). Absent –Carlsbad and Poway. The motion failed.

Action: Upon a motion by Councilmember Chris Orlando (San Marcos) and a second by Mayor Sam Abed (Escondido), the Board of Directors directed staff to develop alternatives to Policy on all staff recommendations and return to the Executive Committee and the Board of Directors for review and possible action. Yes – 17 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent –Carlsbad and Poway.

3. CONTINUED PUBLIC COMMENTS/COMMUNICATIONS

There were no continued public comments.

4. UPCOMING MEETINGS

The next Board Business meeting is scheduled for Friday, July 25, 2014, at 9 a.m. The August 8, 2014, Board Policy meeting has been cancelled.

5. ADJOURNMENT

Chairman Dale adjourned the meeting at 12:04 p.m.

**ATTENDANCE
SANDAG BOARD OF DIRECTORS MEETING
JULY 11, 2014**

JURISDICTION/ ORGANIZATION	NAME	ATTENDING OPEN SESSION
City of Carlsbad	Matt Hall (Primary)	Yes
City of Chula Vista	Cheryl Cox (Primary)	Yes
City of Coronado	Michael Woiwode (Primary)	Yes
City of Del Mar	Terry Sinnott (Primary)	Yes
City of El Cajon	Bill Wells (Primary)	Yes
City of Encinitas	Lisa Shaffer (Primary)	Yes
City of Escondido	Sam Abed (Primary)	Yes
City of Imperial Beach	Jim Janney, 1st Vice Chair (Primary)	Yes
City of La Mesa	Kristine Alessio (Primary)	Yes
City of Lemon Grove	Mary Sessom (Primary)	Yes
City of National City	Ron Morrison (Primary)	Yes
City of Oceanside	Jack Feller (Primary)	Yes
City of Poway	Don Higginson, 2nd Vice Chair (Primary)	No
City of San Diego – A	Marti Emerald (1st Alt.)	Yes
City of San Diego - B	Todd Gloria (Primary, Seat B)	Yes
City of San Marcos	Chris Orlando (Primary)	Yes
City of Santee	Jack Dale, Chair (Primary)	Yes
City of Solana Beach	Lesa Heebner (Primary)	Yes
City of Vista	Judy Ritter (Primary)	Yes
County of San Diego - A	Ron Roberts (Primary, Seat A)	Yes
County of San Diego - B	Dianne Jacob (Primary, Seat B)	Yes
Caltrans	Bill Figge (2nd. Alt.)	Yes
MTS	Harry Mathis (Primary)	No
NCTD	Ed Gallo (1st Alt.)	Yes
Imperial County	Sup. John Renison (Primary)	No
US Dept. of Defense	CAPT Darius Banaji (Primary)	No
SD Unified Port District	Bob Nelson (Primary)	Yes
SD County Water Authority	Tom Wornham (Primary)	No
Mexico	Remedios Gómez-Arnau (Primary)	No
Southern California Tribal Chairmen's Association	Allen Lawson (Primary)	Yes



BOARD OF DIRECTORS DISCUSSION AND ACTIONS

JULY 25, 2014

Chairman Jack Dale (Santee) called the meeting of the SANDAG Board of Directors to order at 9:05 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Sam Abed (City of Escondido) and a second by Mayor Cheryl Cox (City of Chula Vista), the Board of Directors approved the minutes from the June 13, 2014, Board Policy and the June 27, 2014, Board Business Meetings. Yes – 15 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – Coronado, Lemon Grove, National City, and Solana Beach.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Mike Werner, a member of the public, spoke regarding issues with an American Plaza employee.

3. ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

This item summarized the actions taken by Policy Advisory Committees since the last Board Business Meeting. The Board of Directors was asked to ratify these actions.

Action: Upon a motion by Mayor Cox and a second by Supervisor Ron Roberts (County of San Diego), the Board of Directors approved Item No. 3. Yes – 15 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – Coronado, Lemon Grove, National City, and Solana Beach.

Chairman Dale recognized Elaine Richardson, Manager of Small Business Development, who was recently awarded the "2014 Minority Small Business Champion of the Year" award from the U.S. Small Business Development Administration.

Chairman Dale recognized the SANDAG Finance Department for the Certificate of Achievement for Excellence in Financial Reporting.

CONSENT

4. APPROVAL OF PROPOSED SOLICITATIONS AND CONTRACTS (APPROVE)

The Board of Directors was asked to authorize the Executive Director to conduct solicitations for Transportation Demand Management services and execute multiple awards for transit planning services.

5. DISADVANTAGED BUSINESS ENTERPRISE DISPARITY STUDY FOR FEDERAL TRANSIT ADMINISTRATION-FUNDED PROJECTS (ACCEPT)

The Board of Directors was asked to accept the Disadvantaged Business Enterprise (DBE) Disparity Study for Federal Transit Administration (FTA) funded projects to use in developing the FTA DBE Program Goal and Methodology for Federal Fiscal Year 2015.

6. *SuperLoop* TRANSIT PROJECT: STATUS REPORT AND ADDENDUM TO FINAL NEGATIVE DECLARATION/INITIAL STUDY (ADOPT)

SANDAG proposed to implement station and transit signal priority improvements to accommodate the *SuperLoop* service route changes. The Board of Directors was asked to adopt the Addendum to the Final Negative Declaration/Initial Study for the *SuperLoop* Transit Project.

Marlene Petri, member of the public, submitted written comments regarding the *SuperLoop* Transit Project.

7. iCOMMUTE EVENTS: RIDESHARE MONTH AND WALK, RIDE, AND ROLL TO SCHOOL DAY (APPROVE)

The Board of Directors was asked to approve Resolution No. 2015-01, proclaiming October 6 through 10, 2014, as Rideshare Week and October 2014 as Rideshare Month, and Resolution No. 2015-02, proclaiming October 8, 2014, as Walk, Ride, and Roll to School Day. The Board of Directors also was asked to encourage member agencies to post similar proclamations to online communications channels.

8. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (INFORMATION)

In accordance with various SANDAG Board Policies, this report summarized certain delegated actions taken by the Executive Director since the last Board of Directors meeting.

9. REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (INFORMATION)

Board members provided brief reports in writing on external meetings and events attended on behalf of SANDAG since the last Board of Directors meeting.

Action: Upon a motion by Second Vice Chair Don Higginson (City of Poway) and a second by Councilmember Jack Feller (City of Oceanside), the Board of Directors approved Consent Items No. 4 through 9. Yes – 15 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – Coronado, Lemon Grove, National City, and Solana Beach.

REPORTS

10. *TransNet* 2014 BOND ISSUANCE: REVIEW AND APPROVAL OF DOCUMENTS (APPROVE)

Council President Todd Gloria (City of San Diego), Transportation Committee Chair, introduced the item.

André Douzdjian, Director of Finance, presented the item.

John Kirk, General Counsel, discussed the fiduciary responsibilities of the Regional Transportation Commission related to the *TransNet* 2014 Bond Issuance documents.

Mary Collins, Bond Counsel, Orrick, Herrington & Sutcliffe LLP, discussed the Bond documents and supplemental indenture.

Victor Hsu, Disclosure Counsel, Fulbright & Jaworski LLP, discussed the Preliminary Official Statement.

Action: Upon a motion by Council President Gloria, and a second by Mayor Abed, the Board of Directors, acting as the San Diego County Regional Transportation Commission (RTC): (1) approved Resolution No. RTC 2015-01, authorizing the issuance of up to \$350 million in fixed-rate bonds and the execution and distribution of the documents; and (2) approved the use of a portion of the issuance of the *TransNet* Series A 2014 Bonds for the Cities of Del Mar and Santee and authorized the Executive Director to execute a Memorandum of Agreement with each of those cities. Yes – 16 (weighted vote, 97%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – Coronado, Lemon Grove, and Solana Beach (weighted vote, 3%). Two-thirds of entire Board of Directors required.

11. DRAFT 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (ACCEPT)

SANDAG is required by state and federal law to develop a Regional Transportation Improvement Program (RTIP), a multiyear program of proposed major transportation projects. The 2014 RTIP, covering FY 2015 to FY 2019, is due to the state by October 1, 2014.

Council President Gloria introduced the item.

Michelle Smith, Associate Financial Analyst, presented the item.

Action: Upon a motion by Council President Gloria and a second by Councilmember Jack Feller (City of Oceanside), the Board of Directors: (1) accepted the draft 2014 RTIP, including its air quality conformity analysis and the draft air quality conformity redetermination of the 2050 Revenue Constrained Regional Transportation Plan for distribution for a 30-day public review and comment period; and (2) scheduled a public hearing for the September 5, 2014, Transportation Committee meeting. Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – Coronado, Lemon Grove, City of San Diego (Mayor Kevin Faulconer), and Solana Beach.

12. PROPOSED AMENDMENTS TO COMPREHENSIVE FARE ORDINANCE (APPROVE)

Council President Gloria introduced the item.

Brian Lane, Senior Transit Planner, presented the item.

Action: Upon a motion by Councilmember Lisa Shaffer (City of Encinitas) and a second by Vice Mayor Kristine Alessio (City of La Mesa), the Board of Directors: (1) approved Resolution No. 2015-03, related to findings supporting a California Environmental Quality Act exemption for the proposed amendments to the Comprehensive Fare Ordinance (Ordinance); and (2) approved the proposed amendments to the Ordinance, as recommended by the Transportation Committee. Yes – 15 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – Coronado, Lemon Grove, National City, and Solana Beach.

13. PROPOSED 2014-2018 COORDINATED PLAN (APPROVE)

Council President Gloria introduced the item.

Natalie Stiffler, Associate Transportation Planner, presented the information about the 2014-2018 Coordinated Plan, which provides a blueprint for the development of a public transit and specialized transportation services for the next five years.

Action: Upon a motion by Council President Gloria, and a second by Supervisor Roberts, the Board of Directors approved Resolution No. 2015-04 for the proposed 2014-2018 Coordinated Public Transit and Human Services Transportation Plan. Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – Coronado, Lemon Grove, and Solana Beach.

14. SPECIALIZED TRANSPORTATION GRANT PROGRAMS: CALL-FOR-PROJECTS FOR EIGHTH CYCLE OF GRANT FUNDING (APPROVE)

Council President Gloria introduced the item.

Danielle Kochman, Associate Regional Planner, presented the report of proposed changes to the evaluation criteria to be used for Cycle 8 of the Specialized Transportation Grant Program competitive process.

Action: Upon a motion by Council President Gloria and a second by Councilmember Feller, the Board of Directors: (1) approved the evaluation and scoring criteria; and (2) released the call-for-projects for the *TransNet* Senior Mini-Grant and Section 5310 programs. Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – Coronado, Lemon Grove, and Solana Beach.

Chairman Dale adjourned to closed session at 10:12 a.m.

15. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION PURSUANT TO GOVERNMENT CODE SECTION 54956.9(d)(4) (ONE POTENTIAL CASE)

The Board of Directors was briefed on facts and circumstances involving the discovery of contaminated soil in the railroad right-of-way as part of the Sorrento Valley Double Track Project to determine whether to initiate litigation.

Chairman Dale reconvened to open session at 10:33 a.m.

Gregory Rodriguez, Senior Legal Counsel, reported the following out of closed session: the Board of Directors met in closed session and authorized the Executive Director to initiate litigation on the referenced matter. Yes – 16 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – Coronado, Lemon Grove, City of San Diego (Mayor Faulconer), and Solana Beach.

16. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

17. UPCOMING MEETINGS

The August 8, 2014, Board Policy meeting is cancelled. The next Board meeting is a special meeting scheduled for Friday, August 15, 2014, at 9 a.m.

18. ADJOURNMENT

Chairman Dale adjourned the meeting at 10:33 a.m.

ATTENDANCE
SANDAG BOARD OF DIRECTORS MEETING
JULY 25, 2014

JURISDICTION	NAME	ATTEND OPEN SESSION
City of Carlsbad	Matt Hall (Primary)	Yes
City of Chula Vista	Cheryl Cox (Primary)	Yes
City of Coronado	Michael Woiwode (Primary)	No
City of Del Mar	Terry Sinnott (Primary)	Yes
City of El Cajon	Bill Wells (Primary)	Yes
City of Encinitas	Lisa Shaffer (Primary)	Yes
City of Escondido	Sam Abed (Primary)	Yes
City of Imperial Beach	Jim Janney, 1st Vice Chair (Primary)	Yes
City of La Mesa	Kristine Alessio (Primary)	Yes
City of Lemon Grove	Mary Sessom (Primary)	No
City of National City	Ron Morrison (Primary)	Yes
City of Oceanside	Jack Feller (Primary)	Yes
City of Poway	Don Higginson, 2nd Vice Chair (Primary)	Yes
City of San Diego - B	Kevin Faulconer (Primary, Seat A)	Yes
City of San Diego – A	Todd Gloria (Primary, Seat B)	Yes
City of San Marcos	Chris Orlando (Primary)	Yes
City of Santee	Jack Dale, Chair (Primary)	Yes
City of Solana Beach	Lesa Heebner (Primary)	No
City of Vista	John Aguilera (1st Alt.)	Yes
County of San Diego - A	Ron Roberts (Primary, Seat A)	Yes
County of San Diego - B	Dianne Jacob (Primary, Seat B)	Yes
ADVISORY MEMBERS		
Caltrans	Laurie Berman (1st. Alt.)	Yes
MTS	Harry Mathis (Primary)	Yes
NCTD	Bill Horn (Primary)	Yes
Imperial County	Sup. John Renison (Primary)	No
US Dept. of Defense	CAPT Richard Whipple (Alternate)	Yes
SD Unified Port District	Bob Nelson (Primary)	No
SD County Water Authority	Tom Wornham (Primary)	Yes
Mexico	Remedios Gómez-Arnau (Primary)	No
Southern California Tribal Chairmen’s Association	Allen Lawson (Primary)	No



**BOARD OF DIRECTORS
SEPTEMBER 26, 2014**

AGENDA ITEM NO. 14-09-1C

ACTION REQUESTED - APPROVE

BOARD OF DIRECTORS DISCUSSION AND ACTIONS

AUGUST 15, 2014

Chairman Jack Dale (Santee) called the meeting of the SANDAG Board of Directors to order at 9:02 a.m. The attendance sheet for the meeting is attached.

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Elyse Lowe, Circulate San Diego, announced that on October 22, 2014, Circulate San Diego is hosting its annual reception and awards event and they are requesting nominations for projects that increase mobility and circulation in the region.

Jack Shu, Cleveland National Forest Foundation (CNFF), spoke regarding the current Regional Transportation Plan litigation.

Mayor Matt Hall (Carlsbad) reported to the Board that the California Coastal Commission voted unanimously to approve the North Coast Corridor Public Works Plan.

REPORTS

2. SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT REVENUE CONSTRAINED TRANSPORTATION SCENARIOS (DISCUSSION)

Based on feedback from the Transportation Committee, Regional Planning Committee, and Board of Directors, draft Revenue Constrained Transportation Scenarios have been developed for the Regional Plan using the project rankings, projected revenues estimates, revenue flexibility, network connectivity, and project readiness. The Board of Directors was asked to discuss and provide feedback on the draft scenarios for further refinement.

Council President Todd Gloria (City of San Diego), Transportation Committee Chair, introduced the item.

Charles "Muggs" Stoll, Director of Land Use and Transportation Planning, presented the item.

Phil Trom, Senior Regional Planner, presented the item.

Elyse Lowe, Circulate San Diego, spoke in support of this item and requested consideration of additional modeling for more active transportation scenarios.

Kathleen Ferrier, Chair, Active Transportation Working Group, spoke in support of this item and requested consideration of more active transportation scenarios.

Emilie Dang, Community Health Improvement Partners, spoke in support of this item and requested consideration of more active transportation scenarios.

Jack Shu, CNFF, spoke in opposition to this item.

Alexandra Allwen, San Diego State University, spoke in opposition to this item.

Monique Lopez, Environmental Health Coalition, spoke in support of increasing transit and active transportation programs in San Diego Forward: The Regional Plan.

Andy Hanshaw, San Diego County Bicycle Coalition, spoke in support of the active transportation scenario.

Maya Rosas, Circulate San Diego, spoke in support of modeling a healthy and active transportation scenario.

Debra Kelly, American Lung Association, spoke in support of the item and the addition of increased active transportation programs and the addition of a healthy scenario.

Samantha Ollinger, Bike San Diego, spoke in support of increased active transportation programs and the creation of a healthy scenario.

Dan Leichtling, North Park Residential Improvement District, spoke in support of increased active transportation programs.

Anne Barron, a member of the public, spoke in opposition to this item and requested consideration of increased transit programs.

Anne McMillan Eichman, Little Italy Residents Association, spoke in opposition to this item and requested the addition of a third healthy options scenario.

Tracy Delaney, Public Health Alliance California, spoke in support of increasing active transportation programs and for the addition of a healthy scenario.

Action: This item was presented for discussion.

3. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

4. UPCOMING MEETINGS

The August 22, 2014, Board Business meeting is cancelled. The next Board Policy meeting is scheduled for Friday, September 12, 2014, at 10 a.m.

5. ADJOURNMENT

Chairman Dale adjourned the meeting at 11:35 a.m.

**ATTENDANCE
 SANDAG BOARD OF DIRECTORS MEETING
 AUGUST 15, 2014**

JURISDICTION	NAME	ATTEND OPEN SESSION
City of Carlsbad	Matt Hall (Primary)	Yes
City of Chula Vista	Cheryl Cox (Primary)	Yes
City of Coronado	Michael Woiwode (Primary)	Yes
City of Del Mar	Terry Sinnott (Primary)	Yes
City of El Cajon	Bill Wells (Primary)	Yes
City of Encinitas	Tony Kranz (2nd Alt.)	Yes
City of Escondido	Sam Abed (Primary)	Yes
City of Imperial Beach	Jim Janney, 1st Vice Chair (Primary)	Yes
City of La Mesa	Kristine Alessio (Primary)	Yes
City of Lemon Grove	Mary Sessom (Primary)	No
City of National City	Ron Morrison (Primary)	Yes
City of Oceanside	Jack Feller (Primary)	Yes
City of Poway	Don Higginson, 2nd Vice Chair (Primary)	Yes
City of San Diego - B	Kevin Faulconer (Primary, Seat A)	No
City of San Diego – A	Todd Gloria (Primary, Seat B)	Yes
City of San Marcos	Chris Orlando (Primary)	Yes
City of Santee	Jack Dale, Chair (Primary)	Yes
City of Solana Beach	Lesa Heebner (Primary)	No
City of Vista	Judy Ritter (Primary)	Yes
County of San Diego - A	Ron Roberts (Primary, Seat A)	Yes
County of San Diego - B	Dianne Jacob (Primary, Seat B)	No
ADVISORY MEMBERS		
Caltrans	Laurie Berman (1st. Alt.)	Yes
MTS	Al Ovrom (Alternate)	Yes
NCTD	Ed Gallo (1st Alt.)	Yes
Imperial County	Sup. John Renison (Primary)	No
US Dept. of Defense	CAPT Darius Banaji (Primary)	No
SD Unified Port District	Bob Nelson (Primary)	Yes
SD County Water Authority	David Barnum (Alt.)	Yes
Mexico	Remedios Gómez-Arnau (Primary)	No
Southern California Tribal Chairmen's Association	Allen Lawson (Primary)	Yes



**BOARD OF DIRECTORS
SEPTEMBER 26, 2014**

ACTION REQUESTED - APPROVE

ACTIONS FROM POLICY ADVISORY COMMITTEES

File Number 8000100

Introduction

The following actions were taken by the Policy Advisory Committees since the last Board of Directors meeting.

Recommendation

The Board of Directors is asked to ratify the actions of the Policy Advisory Committees.

BORDERS COMMITTEE MEETING (July 25, 2014)

The Borders Committee took the following actions or recommended the following approvals:

- Recommended that SANDAG's federal lobbyist advocate to include FY 2015 funding for Ports of Entry for Calexico and San Ysidro.
- Recommended that the Board of Directors accept the 2014 San Diego Regional Tribal Summit Proceedings and Tribal Summit – Next Steps for consideration in San Diego Forward: The Regional Plan.

TRANSPORTATION COMMITTEE MEETING (August 1, 2014)

The Transportation Committee did not take any action or make any recommendations at this meeting.

REGIONAL PLANNING COMMITTEE MEETING (August 1, 2014)

The Regional Planning Committee did not take any action or make any recommendations at this meeting.

EXECUTIVE COMMITTEE MEETING (August 8, 2014)

The Executive Committee meeting was cancelled.

PUBLIC SAFETY COMMITTEE MEETING (August 15, 2014)

The Public Safety Committee meeting was cancelled.

BORDERS COMMITTEE MEETING (August 22, 2014)

The Borders Committee meeting was cancelled.

TRANSPORTATION COMMITTEE MEETING (September 5, 2014)

The Transportation Committee took following actions or recommended the following approvals:

- Recommended that the Board of Directors approve Resolution No. 2015-05, adopting the 2014 Regional Transportation Improvement Program (RTIP), including its Air Quality Conformity Analysis and the Air Quality redetermination of the 2050 Regional Transportation Plan.
- Recommended that the Board of Directors approve the proposed regional land management and biological monitoring for FYs 2015 and 2016 Work Plan and allocation of funding for FY 2015, which totals \$4 million.
- Recommended that the Board of Directors accept the Blended Scenario as the preferred Revenue Constrained Transportation Scenario for San Diego Forward: The Regional Plan.

REGIONAL PLANNING COMMITTEE MEETING (September 5, 2014)

The Regional Planning Committee took following actions or recommended the following approvals:

- Recommended that the SANDAG Board of Directors accept the 2012-2013 Biennial Regional Comprehensive Plan Performance Monitoring Report.
- Recommended that the Board of Directors accept the Blended Scenario as the preferred Revenue Constrained Transportation Scenario for San Diego Forward: The Regional Plan.
- Recommended that the Board of Directors approve the proposed regional land management and biological monitoring for FYs 2015 and 2016 Work Plan and allocation of funding for FY 2015, and the modifications to the draft eligibility, submittal, and evaluation criteria and the release of the Call for Projects for the seventh cycle of the *TransNet* Environmental Mitigation Program Land Management Grant Program.

EXECUTIVE COMMITTEE MEETING (September 12, 2014)

The Executive Committee took following actions or recommended the following approvals:

- Recommended that the Board of Directors approve the Executive Director's Performance Evaluation for the period July 2013 to June 2014, determining his performance satisfactory; the Key Success Indicators that would be used to evaluate the overall performance of the Executive Director for FY 2015; and a bonus award to the Executive Director based on accomplishment of the performance objectives during the past year.
- Approved the draft September 26, 2014, Board Business Agenda and the draft October 10, 2014, Board Policy Agenda.

- Recommended that the Board of Directors approve the proposed Board Policy amendments and the revised voting composition of the Public Safety Committee.
- Approved the proposed amendments to the FY 2015 Program Budget and Overall Work Program and accepted \$423,619 in Caltrans Transportation Planning Grant funding.
- Recommended that the Board of Directors adopt Board Resolution No. 2015-06 to authorize the Executive Director to execute the revised Master Fund Transfer Agreement, enabling SANDAG to receive federal planning funds.

TRANSPORTATION COMMITTEE MEETING (September 19, 2014)

The Transportation Committee is scheduled to take the following actions or recommend the following approvals:

- Approve Amendment No. 18 - Administrative Modification to the 2012 RTIP to program Active Transportation Program funds along with changes to the State Highway Operation and Protection Program.
- Recommend that the Board of Directors adopt Resolution No. 2015-07, certifying the results of the Regional Active Transportation Program (ATP) competition, including the proposed ATP Application Ranking and Funding Recommendation; and recommend that the California Transportation Commission fund the ATP projects consistent with the ranked list.

PUBLIC SAFETY COMMITTEE MEETING (September 19, 2014)

The Public Safety Committee is scheduled to take the following actions or recommend the following approvals:

- Approve an amendment to the FY 2015 Budget and Overall Work Program to accept multi-year funding of \$334,360, including \$60,000 in FY 2015 to begin a new evaluation project. SANDAG was awarded a National Institute of Justice Grant to work with the San Diego County Sheriff's Department to document how a specialized housing unit for veterans was implemented and measure outcomes related to successful reentry following incarceration, including measures of recidivism.

Staff will update the Board of Directors if the actual actions taken by the Transportation and Public Safety Committees on September 19, 2014, differ from those described in this report.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org



**BOARD OF DIRECTORS
SEPTEMBER 26, 2014**

AGENDA ITEM NO. 14-09-4

ACTION REQUESTED - APPROVE

APPROVAL OF PROFESSIONAL SERVICES SOLICITATIONS

File Number 8000100

Introduction

Pursuant to Board direction, professional services solicitations valued at \$5 million or more require Board of Directors approval.

Discussion

Revised Solicitation

In December 2013 the Board approved an on-call construction management services solicitation in the amount of \$100 million over a five-year period. This amount was based on the construction support costs for projects contained within the FY 2014 budget. Due to changes within the FY 2015 budget, including the funding for an additional 14 projects as well as projected higher overall construction support costs, the Board is being asked to approve an additional \$25 million for this solicitation, for a total of \$125 million. All other terms remain the same as the originally approved solicitation (see Attachment 1 for the Board report)

Qualified firms would have expertise in construction contract administration and management services in support of various capital improvement efforts included in the Program Budget and other improvements that could be implemented by Metropolitan Transit System, North County Transit District, Caltrans, and SANDAG member agencies.

New Solicitation

SANDAG staff proposes to solicit services from qualified firms with expertise in construction contract administration and management services in support of the Mid-Coast Light Rail Trolley Extension and two Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor projects: Elvira to Morena Double Track and San Diego River Bridge Replacement.

As required by SANDAG Board Policy No. 016: Procurement of Services and federal provisions, an independent cost estimate was prepared by SANDAG, resulting in an estimated amount of \$120 million over a five-year period, with the option to extend the contract by up to 2 years. Factors that were considered in developing the estimate were staff's knowledge of construction support costs for past projects and future work program efforts.

Recommendation

The Board of Directors is asked to authorize the Executive Director to conduct two solicitations for on-call construction management services as detailed in the report.

The timing and amount of services that will be needed will coincide with the services that are to be provided by the Mid-Coast construction contractor(s), construction contracts that are awarded, and the amount of time it will take to close out the project. Staff anticipates the award of up to two on-call contracts for the Mid-Coast and the two specific LOSSAN projects.

The type of work under each of the resulting contracts is generally the same, but also could vary depending on the type of project and the level of involvement that would be solicited. The proposed scope of services for this procurement is listed below. Proposers would be selected based on their experience and expertise in the following areas:

- Familiarity and knowledge with administering Construction Manager/General Contractor construction contracts
- Construction Contract Quality Assurance/Safety Compliance
- Field Inspection (Resident Engineer, Assistant Resident Engineer, and Field Inspector)
- Transit Inspection
- Field Office Engineering (Change Orders, Daily Diaries, As-Builts, etc.)
- Field Office Administration
- Project Scheduling and Cost Estimating
- Contract Dispute Assistance and Claims Resolution
- Materials Sampling and Testing
- Constructability Reviews
- Storm Water Compliance
- Safety Engineering (System Safety Certification)

GARY L. GALLEGOS
Executive Director

Attachment: 1. Board Report, December 20, 2013

Key Staff Contact: Laura Coté, (619) 699-6947, laura.cote@sandag.org



BOARD OF DIRECTORS
DECEMBER 20, 2013

AGENDA ITEM NO. 13-12-7A

ACTION REQUESTED - APPROVE

APPROVAL OF PROFESSIONAL SERVICES SOLICITATION

File Number 8000100

Introduction

Pursuant to Board direction, professional services solicitations valued at \$5 million or more require Board of Directors approval.

Discussion

Solicitation Information

SANDAG staff proposes to solicit services from qualified firms with expertise in construction contract administration and management services in support of various capital improvement efforts included in the FY 2014 Program Budget and other improvements that could be implemented by Metropolitan Transit System, North County Transit District, Caltrans, and SANDAG member agencies.

As required by SANDAG Board Policy No. 016: Procurement of Services and federal provisions, an independent cost estimate was prepared by SANDAG, resulting in an estimated amount of \$100 million over a five-year period. Factors that were considered in developing the estimate were staff's knowledge of past and future SANDAG projects and work program efforts. This \$100 million estimate includes an allowance for SANDAG projects not yet funded for construction and the potential assignment to other agencies based upon historical use.

The timing and amount of work that will be needed from consulting firms will depend primarily upon when SANDAG transportation improvement projects are scheduled to be under construction in coming years. Staff anticipates the award of up to five larger (\$10 million or more) on-call contracts and up to three smaller (less than \$5 million) on-call contracts.

The type of work under each of the resulting contracts is generally the same, but also could vary depending on the type of project and the level of involvement that would be solicited. The proposed scope of services for this procurement is listed below. Proposers would be selected based on their experience and expertise in the following areas:

- Construction Contract Quality Assurance/Safety Compliance
- Field Inspection (Resident Engineer, Assistant Resident Engineer, and Field Inspector)

Recommendation

The Board of Directors is asked to authorize the Executive Director to conduct a solicitation for on-call construction management services as detailed in the report.

- Transit Inspection
- Field Office Engineering (Change Orders, Daily Diaries, As-Builts, etc.)
- Field Office Administration
- Project Scheduling
- Contract Dispute Assistance and Claims Resolution
- Materials Sampling and Testing
- Constructability Reviews
- Storm Water Compliance

The SANDAG projects that are anticipated to utilize the construction management services contracts include:

Project Number	Project Title
1239803	COASTER: Oceanside Station Pass-Through
1239805	COASTER: Poinsettia Station Rail Rehab
1239806	COASTER: San Elijo Lagoon Double
1145000	COASTER: Los Peñasquitos Lagoon Bridge Replacement
1145200	COASTER: Sorrento Valley Platform Extension
1144900	LOSSAN: North Green Beach Bridge Replacement
1201514	I-15: Downtown Bus Rapid Transit (BRT) Layover Facility
1201507	I-15: Mid-City BRT Stations
1201511	I-15: Mira Mesa Boulevard Priority Treatments
1280504	I-805: South Bay BRT
1200504	I-5 North Coast: High Occupancy Vehicle Manchester to State Route 78
1143700	Regional Bikeway: Bayshore Bikeway
1144500	Regional Bikeway: Sweetwater Bikeway, Plaza Bonita Segment

Next Steps

Upon approval by the Board of Directors, the solicitation would be conducted consistent with Board Policy No. 016: Procurement of Services, with an estimated completion date of November 2014. At that time all contracts associated with this solicitation would return to the Board for approval.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Laura Coté, (619) 699-6947, laura.cote@sandag.org



**BOARD OF DIRECTORS
SEPTEMBER 26, 2014**

ACTION REQUESTED - ADOPT

**INLAND RAIL TRAIL BIKEWAY - SAN MARCOS
TO VISTA SEGMENT: ADDENDUM TO THE
MITIGATED NEGATIVE DECLARATION**

File Number 1223023

Introduction

Minor changes are proposed to the design of the San Marcos to Vista Segment of the Inland Rail Trail Bikeway Project (Attachment 1). The Board of Directors adopted the Final Subsequent Mitigated Negative Declaration (MND) for the San Marcos to Vista Segment of the Inland Rail Trail Bikeway Project on July 26, 2013 (Attachment 2). The proposed changes do not create any new significant environmental impacts and an addendum has been prepared pursuant to the California Environmental Quality Act (CEQA). The Board of Directors is asked to adopt the Addendum to the Final Subsequent MND for the San Marcos to Vista Segment of the Inland Rail Trail Bikeway Project (Attachment 3).

Recommendation

The Board of Directors is asked to adopt the Addendum to the Final Subsequent Mitigated Negative Declaration for the San Marcos to Vista Segment of the Inland Rail Trail Bikeway (Attachment 3).

Discussion

Project Overview

The Inland Rail Trail is a 21-mile bikeway facility separated from vehicular traffic located within the cities of Oceanside, Vista, San Marcos, Escondido, and the County of San Diego. In 1999, the City of San Marcos, as lead agency representing the cities of Oceanside, Vista, San Marcos, Escondido, and the County of San Diego, adopted an MND for the entire 21-mile bikeway facility (Attachment 4). The easternmost portion of the bikeway facility was previously constructed as part of the SPRINTER. The 7-mile San Marcos to Vista Segment is the next segment of the 21-mile Inland Rail Trail bikeway facility. It is located between the intersection of West Mission Road and North Pacific Street in the City of San Marcos and North Melrose Drive in the City of Oceanside.

As part of the implementation of regional projects and the Bike Early Action Program approved on November 15, 2013, SANDAG is responsible for design, construction, and CEQA review of the remaining portions of the Inland Rail Trail, including the 7-mile San Marcos to Vista Segment. At its July 26, 2013, meeting, the Board of Directors adopted the 1999 MND prior to adopting the Final Subsequent MND and approving the San Marcos to Vista Segment.

Minor Changes to the Project

Based on the constructability review of the project, design and construction of the project is proposed with the following minimal changes to the concept approved by the Board of Directors on July 26, 2013:

1. Temporary use of the vacant portions of four privately-owned properties for the purposes of access and equipment staging during construction of the project (Attachment 5).
2. Permanent acquisition and temporary construction use of an approximately 1,000 square foot corner of a fifth privately owned parcel for the purposes of improving vehicular, pedestrian, and bicycle safety, and lowering project costs (Attachment 5). This parcel is currently used for industrial-office and vehicle storage and the affected area includes ornamental landscaping, a fence, and pavement.
3. Allow for night-time construction of the Buena Creek Bridge to avoid adverse effects to Buena Creek by allowing construction techniques that would conflict with SPRINTER service if performed during the day.

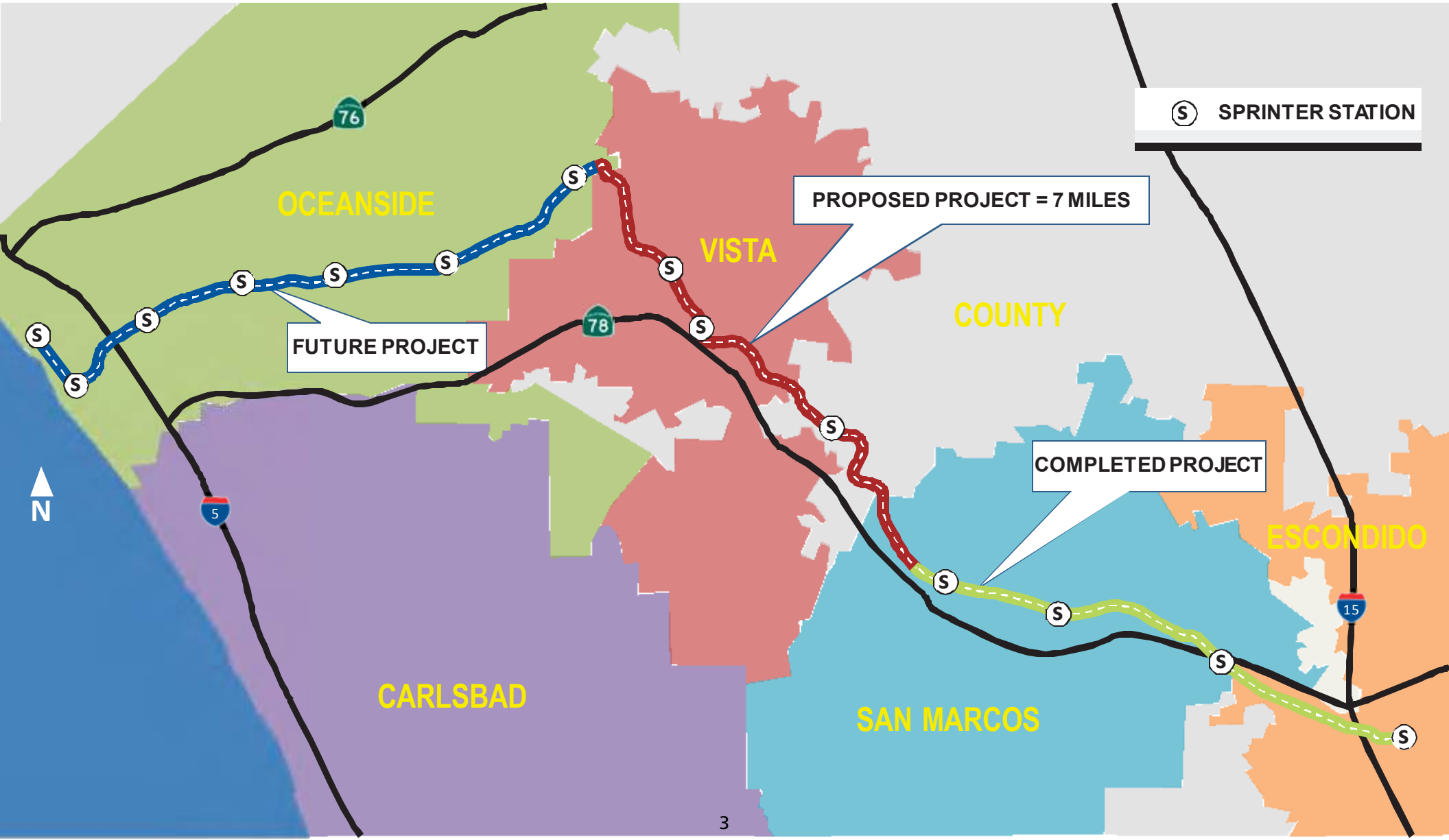
GARY L. GALLEGOS
Executive Director

- Attachments:
1. Project Map
 2. Final Subsequent Mitigated Negative Declaration for the San Marcos to Vista Segment of the Inland Rail Trail Bikeway Project
 3. Addendum to the Final Subsequent Mitigated Negative Declaration for the San Marcos to Vista Segment of the Inland Rail Trail Bikeway Project
 4. Final Mitigated Negative Declaration for the Oceanside-Escondido Bikeway Project
 5. Map of Properties Affected by Project Changes

Key Staff Contacts: Emilio Rodriguez, (619) 699-6984, emilio.rodriguez@sandag.org
Andrew Martin, (619) 595-5375, andrew.martin@sandag.org

The full report including attachments can be downloaded via sandag.org

INLAND RAIL TRAIL





**BOARD OF DIRECTORS
SEPTEMBER 26, 2014**

AGENDA ITEM NO. 14-09-6

ACTION REQUESTED - ADOPT

MASTER FUND TRANSFER AGREEMENT WITH CALTRANS

File Number 1500400

Introduction

Caltrans has requested that SANDAG execute a revised Master Fund Transfer Agreement (MFTA) to replace the current ten-year agreement, which expires on December 31, 2014. This agreement covers the contracting of the Consolidated Planning Grant, which consists of several federal funding resources applied to more than 30 work elements in the Overall Work Program (OWP).

Recommendation

The Executive Committee recommends that the Board of Directors adopt Resolution No. 2015-06 (Attachment 1) to authorize the Executive Director to execute the revised Master Fund Transfer Agreement (Attachment 2), enabling SANDAG to receive federal planning funds.

Discussion

The Caltrans Planning Division's revised MFTA (Attachment 2) sets out the project eligibility, programming, reporting, and invoicing requirements for receiving funds through Federal Highway Administration (FHWA) Planning, FHWA Partnership, and Federal Transit Administration Section 5303 programs. These funds comprise the SANDAG Consolidated Planning Grant, which is approved annually as part of the OWP Agreement. The revised agreement is needed to reflect changes in law and reporting requirements that have occurred since execution of the previous MFTA in January 2004.

GARY L. GALLEGOS
Executive Director

Attachments: 1. Board Resolution No. 2015-06
2. Master Fund Transfer Agreement

Key Staff Contact: Tim Watson, (619) 699-1966, timothy.watson@sandag.org



401 B Street, Suite 800
San Diego, CA 92101
(619) 595-5300 • Fax (619) 595-5305
www.sandag.org

RESOLUTION

NO. 2015-06

AUTHORIZING THE EXECUTION OF A MASTER FUND TRANSFER AGREEMENT AND PROGRAM SUPPLEMENTS FOR CONSOLIDATED PLANNING GRANTS

WHEREAS, the San Diego Association of Governments receives federal funding through the State of California for planning-related projects in the form of a Consolidated Planning Grant; and

WHEREAS, included in the Consolidated Planning Grant are Federal Highway Administration (FHWA) Planning, FHWA State Research and Planning – Partnership Planning; Federal Transit Administration (FTA) Section 5303; and FTA section 5304 funding, and any other federal or state funds administered by and through the California Department of Transportation, Office of Regional Planning;

WHEREAS, receipt of said planning funds entails an obligation to meet certain federal requirements, including but not limited to the provision of local match or in-kind services; and

WHEREAS, the California Department of Transportation, who administers the above federal planning funds, requires the execution of a Master Fund Transfer Agreement authorized by resolution of the governing board of a local or regional agency; and

WHEREAS, the San Diego Association of Governments Board of Directors wishes to delegate authorization to execute AGREEMENTS and any AMENDMENTS thereto to the Executive Director; NOW, THEREFORE

BE IT RESOLVED by the Board of Directors of the San Diego Association of Governments that the Executive Director or his/her designee be authorized to execute a MASTER FUND TRANSFER AGREEMENT (MFTA) with the California Department of Transportation; and

BE IT FURTHER RESOLVED that the Agency agrees to comply with all conditions and requirements set forth in this MFTA and applicable statutes, regulations, and guidelines for all Consolidated Planning Grant funded projects; and

BE IT FURTHER RESOLVED that the Executive Director or his/her designee be authorized to execute all PROGRAM SUPPLEMENTS to the MFTA and any AMENDMENTS thereto with the California Department of Transportation.

PASSED AND ADOPTED this 26th day of September, 2014.

CHAIRPERSON

ATTEST: _____
SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.
ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit Development Board, North San Diego County Transit Development Board, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, and Baja California/Mexico.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING**

MASTER FUND TRANSFER AGREEMENT

Recipient: **San Diego Association of GovernmentsSan Diego Association of Governments**

a Metropolitan Planning Organization (MPO)

Effective Date of this Agreement: January 1, 2015

Termination Date of this Agreement: December 31, 2024

**FUND SOURCES COVERED BY THIS AGREEMENT MAY INCLUDE ALL OR SOME OF THE
FOLLOWING FUND SOURCES AS IDENTIFIED IN EACH ANNUAL OVERALL WORK
PROGRAM AGREEMENT**

- ◆ Federal Highway Administration (FHWA)--Metropolitan Planning (PL)
- ◆ FHWA State Planning and Research--Partnership Planning
- ◆ Federal Transit Administration (FTA)--Metropolitan Planning Section 5303
- ◆ FTA State Planning and Research--Section 5304
- ◆ Any other Federal or State Funds administered by and through the California Department of Transportation, Office of Regional and Interagency Planning

This Master Fund Transfer Agreement (MFTA), effective as of the date set forth above, is by and between the signatory public entity identified above, hereinafter referred to as MPO [as authorized in section 134 of Title 23 of the United States Code (23 USC Section 134), section 450.104 of the Code of Federal Regulations (23 CFR section 450.104), and Title 49 Code of Federal Regulations (49 CFR Part 18)], and the State of California, acting by and through its Department of Transportation, hereinafter referred to as STATE. This MFTA supersedes all previous Master Fund Transfer Agreements issued to MPO by STATE for all these types of funds.

RECITALS

A. These funds may include, without limitation, federal Consolidated Planning Grant, and any other Federal or State funds administered by and through the Department of Transportation, Office of Regional and Interagency Planning.

Consolidated Planning Grant consists of four federal funding types and sources: (i) FHWA Metropolitan Planning (PL); (ii) FTA Metropolitan Planning (Section 5303), both of which are annually allocated to MPOs; (iii) FHWA State Planning and Research-Partnership Planning; and (iv)

FTA State Planning and Research (Section 5304), the last two of which are discretionary grants awarded through a grant application solicitation process.

- B. Pursuant to Public Utilities Code sections 99311 and 99311.1, STATE is required to pass through federal and state funds made available for transportation planning to entities qualified to act as recipients of these funds in accordance with the intent of law and policy.
- C. STATE is also required to encumber Federal and State funds made available for planning purposes to entities qualified to act as recipients of these federal and state funds in accordance with the intent of law and policy.
- D. STATE agrees to notify MPO annually in writing of the anticipated level of State and Federal Planning funding that may be available to MPO for each subsequent year's approved Overall Work Program, hereinafter referred to as the OWP.
- E. STATE has prepared this MFTA, which hereby, together with the annual OWP and annual Overall Work Program Agreement, hereinafter referred to as the annual OWPA, found in Appendix A, set forth the entire terms and conditions under which these funds are to be expended by MPO for the fiscal year period of that OWP and annual OWPA.

ARTICLE 1 - PROGRAM ADMINISTRATION

Section 1. Overall Work Program and Overall Work Program Agreement

- A. MPO agrees to develop and submit an annual draft OWP, in compliance with 23 CFR 420, 23 CFR 450, and FTA Circular 8100.1C, for approval by STATE, FTA and FHWA, as applicable. This submittal, due no later than each March 1, shall describe MPO's next Fiscal Year transportation planning program (Fiscal Year refers to the State Fiscal Year of July 1 to June 30).
- B. Each annual OWPA will expressly adopt and incorporate the terms and conditions of this MFTA by reference.
- C. MPO shall be responsible for the complete performance of the work contained in each OWP. All work shall be accomplished in accordance with applicable provisions of State and Federal law.
- D. MPO will include a signed FHWA Annual "Metropolitan Transportation Planning Process Certification" form, a signed annual FTA "Certifications and Assurances for FTA Assistance" form (refer to Article IV, Section 1), and a signed California Department of Transportation Debarment and Suspension form in each annual OWP (Appendix E).
- E. The annual OWPA is the approved OWP encumbrance document. Disbursement of funds by STATE will occur only after the execution of this MFTA; approval of the annual OWP by STATE, the FTA and FHWA; and execution of the annual OWPA. Funds will not be encumbered or reimbursed by STATE to MPO until the annual OWPA has been executed and the State Budget for that fiscal year has been passed.

- F. No funds of any nature are allocated or encumbered in this MFTA unless included in an adopted and approved OWP by means of an approved and fully executed annual OWPA. Costs incurred prior to OWP approval are not eligible for reimbursement.
- G. MPO agrees to satisfactorily complete all work element tasks, projects, and products as described in each approved annual OWP financed with State or Federal funds and encumbered by STATE via the annual OWPA.
- H. MPO will identify in the OWP all work that is to be completed through a third party contract and funded, in whole or in part, under the terms and conditions of this agreement.
- I. STATE agrees to pass through available funds and to reimburse allowable costs incurred in executing the tasks, projects, and products incorporated in the annually approved OWP funded from State and Federal sources and encumbered by STATE.
- J. Only work performed during the term of, and consistent with, the work elements in the OWP may be reimbursed. Reimbursements are based upon the fiscal year, July 1 to June 30. All work performed subsequent to the end of each fiscal year (June 30) is subject to the approved OWP and annual OWPA for that corresponding fiscal year and reimbursed from the corresponding fiscal year budgeted funds.
- K. MPO may incur costs against its approved annual OWP and may submit requests for reimbursement with the understanding that STATE is unable to approve any payments for reimbursement until such time as the funds are included in that Fiscal Year's Annual State Budget which is passed by the Legislature and is signed by the Governor.
- L. MPO shall use non-federal funds to finance the local share of eligible costs to ensure compliance with all applicable matching requirements for federal funds described in this MFTA and actually encumbered against the annual OWPA. Credit for local match will be allowed only for work performed during the approved term of each annual OWPA. Third-party "in-kind" contributions are allowed as local match according to the provisions of 23 CFR 420.119 and 49 CFR 18.24.
- M. MPO further agrees to ensure that amendments to a previously approved OWP and annual OWPA are adopted by the MPO Board and approved by STATE, FTA, and FHWA, as applicable, prior to initiating any work identified in those amendments. Changes requiring amendments generally include adding, deleting, or revising a work element; adding funds to, deleting funds from a work element; or revising a scope of work. If a work element or project will not be completed as approved, MPO will report this in its Quarterly Progress Report and amend the OWP/annual OWPA accordingly. OWP and annual OWPA amendments must be submitted to STATE and be fully executed no later than May 1 each year. Through administrative amendment, MPO will notify STATE of administrative OWP changes which do not affect overall funding, scope of work, or project schedule, although such changes shall not require STATE approval.

- N. MPO acknowledges and agrees that MPO is the sole control and manager of the work proposed in the OWP and is solely responsible for complying with the funding and use restrictions established by State and Federal law and this MFTA.
- O. MPO shall be free to copyright the material developed under work items identified in the OWP provided that STATE and FHWA/FTA, as applicable, reserve a royalty-free, nonexclusive and irrevocable license to reproduce, publish or otherwise use, and authorize others to use, that work for government purposes.

Section 2. Quarterly Progress Reports

- A. MPO agrees to submit to STATE, no later than thirty (30) calendar days after the close of each quarter, Quarterly Progress Reports that include all work elements for transportation planning tasks, projects, and products funded wholly or in part by any of the fund sources listed in the "Recitals" section of this MFTA. Quarterly Progress Reports submitted to STATE will identify all projects by work element number and title and shall contain, at a minimum, a budget table and/or short narrative describing the following:
 - 1. Comparison of actual performance with work element-level goals and deliverables;
 - 2. Progress in adhering to schedules;
 - 3. Status of expenditures in a format compatible with the work Program, including a comparison of budgeted (approved) amounts and actual costs incurred;
 - 4. Other pertinent supporting information, such as major products, challenges, etc.
- B. STATE reserves the right to deem incomplete any Quarterly Progress Report that does not sufficiently document the above-required information and may withhold payment of Requests for Reimbursement submitted pending the submission of required documentation.

ARTICLE II - ALLOWABLE COSTS AND REIMBURSEMENT

Section 1. Requests for Reimbursement

- A. Requests for Reimbursement must conform to either subpart 1 or subpart 2 hereinbelow for the entire State fiscal year:
 - 1. MPO shall prepare and electronically submit to STATE, not more frequently than once a month, but at least quarterly, one signed Request for Reimbursement of actual allowable costs incurred and paid (expended) by MPO consistent with work elements described in the OWP (conforming to the format provided in APPENDIX B) and including the information required in part B of this section. The amount billed per each work element is not to exceed the total amount authorized for that work element in the OWP. Each Request for Reimbursement must demonstrate the expenditure of at least the minimum required rate of local match, if applicable. Reimbursements under this MFTA will be allowed if based upon actual costs expended and supported by MPO's accounting system. MPO must not only have incurred the allowable project cost on or after the effective date of the annual OWPA and on or before its termination date, but must also have paid those expenses.

2. MPO shall prepare and electronically submit to STATE, not more frequently than once a month, but at least quarterly, one signed Request for Reimbursement of actual allowable costs incurred by MPO consistent with work elements described in the OWP (conforming to the format provided in APPENDIX B) and including the information required in part B of this section. The amount billed per each work element is not to exceed the total amount authorized for that work element in the OWP. Each Request for Reimbursement must demonstrate the expenditure of at least the minimum required rate of local funds, if applicable. Reimbursements under this MFTA will be allowed if based upon actual costs incurred and supported by MPO's accounting system. Allowable incurred costs that are eligible for reimbursement by STATE are only those that are treated by MPO's accounting system in accordance with Generally Accepted Accounting Principles as accrued due to such costs having been billed to MPO and recognized by MPO as valid, undisputed, due and payable.

By submitting accrued but unpaid costs for reimbursement, MPO agrees that within ten (10) working days of receipt of STATE's reimbursement, the full amount of all cost items submitted as reimbursable accrued costs shall be paid to each billing entity. Any reimbursed accrued cost not paid within this ten (10) working day grace period shall accrue interest payable to STATE at the then present interest rate established by the State Treasurer's Pooled Money Investment Account. Interest accrued must be timely remitted to STATE. Reimbursed accrued costs not paid to the billing entities by MPO within forty-five (45) days of MPO's receipt of STATE's reimbursement will thereafter be deemed unallowable. All unallowable costs must be immediately remitted to STATE.

If MPO is found, through audit or other means, not to have paid a billing entity its invoiced sums then owed within the (10) working day grace period, MPO must immediately revert to the reimbursement process described in subpart 1 above.

- B. In order to receive reimbursements, MPO agrees to furnish with each billing, at a minimum, the information provided for in APPENDIX B2, and information from its accounting system which denotes that reimbursable costs, as well as those used for local match, were either expended or incurred, as applicable.
- C. STATE agrees to make reimbursements to MPO, in conformance with Federal regulations, as promptly as STATE fiscal procedures will permit upon the receipt of a signed and electronically submitted Request for Reimbursement (conforming to the format provided in APPENDIX B) that includes all required information, as applicable, (provided in example APPENDIX B2) of actual allowable costs incurred for the period of time covered by that Request for Reimbursement. Incomplete or inaccurate requests for reimbursement shall be returned to MPO unapproved for correction as soon as errors are discovered.
- D. No State and/or Federal funds administered under this MFTA will be dispersed on the advance basis defined in 49 CFR Part 18.21.

Section 2. Travel and Per Diem Reimbursement

- A. Payments to MPO for travel and subsistence (per diem) expenses of MPO staff and its contractors and subcontractors claimed for reimbursement using funds administered through this agreement or as local match credit shall not exceed rates authorized to be paid non-state employees under current State Department of Personnel Administration (DPA) rules unless written verification is supplied that government hotel rates are not commercially available to MPO, or its contractors, its subcontractors, and/or its subrecipients, at the time and location required as specified in the California Department of Transportation's Travel Guide Exception Process.

Section 3. Final Request for Reimbursement and OWP Closeout Documentation

- A. MPO shall electronically submit an OWP/annual OWPA closeout documentation package to STATE no later than August 31st of each fiscal year. The closeout package shall conform to the format provided in APPENDIX C.
- B. The closeout package must be attached to a transmittal letter, typed on MPO's letterhead. If these documents are not received by August 31st of each fiscal year, STATE may withhold future apportionments and/or allocations to MPO. STATE's election not to withhold future apportionments and/or allocations immediately after the end of one fiscal year shall not limit STATE's ability to initiate subsequent withholdings.
- C. Upon receipt of the required closeout documentation, STATE will issue a reconciliation letter to MPO stating the amount of unspent funds available to be carried over to the subsequent year's OWP. MPO may amend some or all of these funds into the OWPA only upon signature of the reconciliation letter by the MPO executive director or his or her appointee, and submittal of the signed letter to STATE.

Section 4. Funding Contingencies

- A. All obligations of STATE under the terms of the MFTA and each annual OWPA are subject to the availability of Federal and State funds, appropriation of resources by the Legislature, and the annual passage of the State Budget Act. The authorization and obligation of these funds by outside entities may be terminated, limited or otherwise adversely affected by factors which may include, but are not limited to, changes in State or Federal law regarding the encumbrance and reimbursement of the funds provided by each annual OWPA and this MFTA.

ARTICLE III - AUDITS AND REPORTS

Section 1. Cost Principles

- A. MPO agrees to comply with Title 2, CFR, part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments, as applicable.

- B. MPO agrees, and will require that its contractors, subcontractors, and subrecipients be obligated to agree, that (a) the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items (subrecipients shall refer to, 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards); and (b) all parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving Project funds as a contractor, subcontractor, or sub-grantee under this MFTA shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- C. MPO agrees and shall require that all of its agreements with contractors, subcontractors, and subrecipients contain provisions requiring adherence to this section in its entirety.

Section 2. Indirect Cost Agreement and Cost Allocation Plan (ICAP)

- A. Prior to MPO seeking reimbursement of indirect costs, MPO must prepare and submit annually to STATE for review and acceptance an indirect cost rate proposal and a central service costs allocation plan (if any) in accordance with 2 CFR, Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards or applicable cost principles and Local Program Procedures Manual (Chapter 5).
- B. Prior to MPO seeking reimbursement of subrecipient indirect costs, and when subrecipient cognizant federal agency, as defined in 2 CFR part 200, is USDOT and/or STATE, MPO agrees and will require subrecipient to comply with section 2A.
- C. Prior to MPO seeking reimbursement of subrecipient indirect costs, and when subrecipient ICAP is approved by a cognizant federal agency other than USDOT, MPO agrees and will require subrecipient to submit to STATE a copy of the cognizant agency approval, the approved proposal, plan, subsidiary worksheets, and other relevant data on an annual basis as evidence of the approval.
- D. If a submitted ICAP does not meet the requirements of 2 CFR Part 200, and is determined to be insufficient, STATE will advise MPO of additional documentation or changes needed to meet Federal and State requirements. MPO agrees to provide requested documentation or required changes, and if MPO is non-compliant the submissions may be returned to MPO if requested documentation is not provided or required changes are not made.
- E. Material audit adjustments will require reimbursement to STATE or adjustment to subsequent years' ICAP if proposals are later found to have included costs that are unallowable as specified by law or regulation, or the terms and conditions of this MFTA.
- F. MPO agrees and shall require that all of its agreements with subrecipients contain provisions requiring adherence to this section in its entirety.

Section 3. Record Retention/Audits

- A. MPO shall maintain, and shall require its subrecipients, contractors and its subcontractors to maintain all source documents, books and records connected with their performance of OWP work initiated under this MFTA and each applicable annual OWPA for a minimum of three (3) years from the date of final payment to MPO or, if an audit is initiated within that timeframe, until audit resolution is achieved for each annual OWPA, whichever is later, and shall make all such supporting information available for inspection and audit by representatives of STATE, the Bureau of State Audits, or the Federal Government upon request. Copies will be made and furnished by MPO upon request at no cost to STATE. Scanned original documents in electronic form are suitable to meet this requirement.
- B. MPO shall establish and maintain, and shall require that its subrecipients, contractors and subcontractors shall establish and maintain, an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support Requests for Reimbursement which segregate and accumulate the costs of work elements by line item (i.e. direct labor, other direct costs, subrecipients/subcontractor, etc) and enable the determination of expenditures at interim points of completion, and provide support for reimbursement payment vouchers or invoices.
- C. For the purpose of determining compliance with Title 2, California Government Code, Chapter 6.5, Article 2, Section 8546.7, in connection with the performance of MPO contracts and/or agreements with third parties, MPO, MPO's sub-recipients, contractors, and subcontractors, shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts and/or agreements, including, but not limited to, the costs of administering those various contracts and/or agreements. All of the above referenced parties shall make such contracts and/or agreements available at their respective offices at all reasonable times during the entire period of each annual OWPA and for three (3) years from the date of final payment to MPO or, if an audit is initiated within that timeframe, until audit resolution is achieved for each annual OWPA, whichever is later. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent to the fulfillment of the contracts/and/or agreements for audits, examinations, excerpts, and transactions, and MPO shall furnish copies thereof if requested.
- D. Where applicable, MPO agrees to comply with audit requirements for third party contractors, subcontractor and subrecipients in accordance with STATE Local Assistance Procedure Manual, Ch. 10 or any successor thereto.
- E. MPO agrees to include all costs associated with this MFTA, OWP and annual OWPA, and any amendments thereto; to be examined in the annual audit and in the schedule of activities to be examined under MPO's single audit prepared in compliance with Office of Management and Budget Circular A-133. MPO is responsible for assuring that the Single Auditor has reviewed the requirements of this MFTA, the OWP and the annual OWPA. Copies of said audits shall be submitted to STATE.

- F. When conducting an audit of the costs and match credits claimed under the provisions of each annual OWPA and this MFTA, STATE will rely to the maximum extent possible on any prior audit of MPO pursuant to the provisions of State and Federal law. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to STATE when planning and conducting additional audits.
- G. MPO agrees to furnish documentation to STATE supporting this requirement that all of its agreements with contractors, subcontractors, and subrecipients do contain applicable provisions requiring adherence to this section in its entirety.
- H. Neither the pendency of a dispute nor its consideration by STATE will excuse MPO from full and timely performance in accordance with the terms of this MFTA, the OWP, and the annual OWPA.

ARTICLE IV - MISCELLANEOUS PROVISIONS

Section 1. Federal Certifications and Assurances

- A. MPO shall comply with the FHWA "Metropolitan Transportation Planning Process Certification" requirements in accordance with 23 CFR 450.334 and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59; SAFETEA-LU) and the successors thereto. This certification is provided annually by FHWA and FTA. It may include, but is not limited to:
 - I. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
 - III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
 - IV. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - V. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
 - VI. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - VII. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

B. MPO shall comply with the annual FTA "Certifications and Assurances for FTA Assistance," including "Certifications and Assurances Required of Each Applicant" and the "Lobbying Certification" in compliance with 49 U.S.C. Chapter 53; published annually in the *Federal Register*, and found online at http://www.fta.dot.gov/grants/12825_93.html.

The 2013 Federal Certification includes the following areas under "Assurances Required of Each Applicant:"

- 1. Authority of Applicant and its Representatives
- 2. Standard Assurances
- 3. Intergovernmental Review Assurance
- 4. Suspension and Debarment Certification
- 5. U.S. OMB Assurances in SF-424B and SF-424D

- C. Copies of these annual Certifications and Assurances shall be included by MPO in each final OWP.
- D. MPO shall comply, and shall require its contractors, subcontractors, and subrecipients to comply, with these Certifications.
- E. MPO agrees to furnish documentation to STATE to support this requirement that all of its agreements with contractors, subrecipients and subcontractors, do contain provisions requiring adherence to this section in its entirety.

Section 2. Disadvantaged Business Enterprise (DBE) Requirements

A. As mandated by 49 CFR Part 26, MPO shall require that its contractors, subcontractors, and subrecipients do not, discriminate on the basis of race, color, national origin, or sex in the award, administration and performance of any FHWA/FTA fund-assisted contract or in the administration of MPO's DBE program.

- B. MPO's DBE program, as required by 49 CFR Part 26 and as approved by STATE, is incorporated by reference in this MFTA. Implementation of this program is a legal obligation and the failure of MPO to carry out its terms shall be treated as a violation of this MFTA. Upon notification to the recipient of its failure to carry out its approved program, the US DOT may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 et seq. and 49 CFR Part 26.13(a).
- C. As required by 49 CFR part 26, the contract language in APPENDIX D relating to DBE requirements must be incorporated into all contracts funded in whole or in part with funds authorized in this agreement.

Section 3. Non-Discrimination Clause

- A. In the performance of work undertaken pursuant to this MFTA, MPO shall not, and shall affirmatively require that its contractors shall not, unlawfully discriminate, harass or allow harassment, against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (cancer), age (over 40), marital status, denial of family and medical care leave, and denial of pregnancy disability leave.
- B. MPO shall ensure, and shall require that its contractors and all subcontractors and/or subrecipients shall ensure, that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. MPO shall comply, and ensure that its contractors and subcontractors and/or subrecipients shall comply, with the provisions of the Fair Employment and Housing Act (Government Code, Section 12900 et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285.0 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code, Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this MFTA by reference and made a part hereof as if set forth in full.
- C. Each of MPO's contractors, subcontractors, and/or subrecipients shall give written notice of their obligations under this clause to labor organizations with which they have collective bargaining or other labor agreements. MPO shall include the non-discrimination and compliance provisions hereof in all contracts and subcontracts to perform work under this MFTA.
- D. MPO shall comply with the nondiscrimination program requirements of Title VI of the Civil Rights Act of 1964. Accordingly, 49 CFR Part 21, and 23 CFR Part 200 are made applicable to this MFTA by this reference. Wherever the term "Contractor" appears therein, it shall mean MPO.
- E. MPO shall permit, and shall require that its contractors, subcontractors, and subrecipients will permit, access to all records of employment, employment advertisements, application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission or any

other agency of the State of California designated by STATE to investigate compliance with this Section 3.

Section 4. Federal Lobbying Activities Certification

- A. MPO certifies, to the best of its knowledge and belief, that no State or Federal funds have been paid or will be paid, by or on behalf of MPO, to any person for influencing or attempting to influence an officer or employee of any State or Federal agency, a Member of the State Legislature or United States Congress, an officer or employee of the Legislature or Congress, or any employee of a Member of the Legislature or Congress in connection with the awarding of any State or Federal contract, the making of any State or Federal grant, the making of any State or Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than State or Federal funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, MPO shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with those form instructions.
- C. This certification is a material representation of fact upon which reliance was placed when this MFTA and each annual OWPA was entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, Title 31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.
- D. MPO also agrees by signing this MFTA that MPO shall require that the language of this certification be included in all contracts and subcontracts funded wholly or in part by any fund sources listed on Page 1 of this MFTA and which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

ARTICLE V – GENERAL PROVISIONS

Section 1. Contract Award

- A. MPO, contractor, subcontractor and subrecipient contracts containing Federal and State planning funds are required to be bid and awarded in accordance with Title 49, CFR, Part 18, and consistent with Local Assistance Procedure Manual, Ch. 10 or successors thereto as applicable.

Section 2. Contract Amendment

- A. No amendments to the terms of this MFTA, any OWP or any annual OWPA shall be valid unless made in writing and signed by the individuals legally authorized to contractually bind the parties

hereto. Each party agrees that it has had or will have the opportunity to seek review by and approval from its legal counsel of the original documents and any proposed alteration or variation. No oral understanding or agreement not incorporated herein shall be binding on any of the parties thereto. For the purposes of this MFTA, the Chief of the Office of Regional and Interagency Planning, Division of Transportation Planning, shall be the Contract Administrator for STATE.

Section 3. Adjudication of Disputes by Way of Administrative Proceedings

- A. STATE hereby sets up an Administrative Procedure for adjudication of disputes that may arise when administering the program as defined by the terms and conditions of this Agreement.

MPO agrees to exhaust the administrative remedy prior to resorting to legal remedies. In case of disputes with STATE, MPO shall submit to the Chief of the Division of Transportation Planning, CALTRANS (DC PLANNING) or designee a written demand for a decision regarding the disposition of any dispute, arising under this agreement. The DC PLANNING shall make a written decision regarding the dispute and will provide it to the MPO. The MPO shall have an opportunity to challenge the DC PLANNING's determination but must make that challenge in writing, within ten (10) working days to the STATE's Contract Officer or his/her designee. If the challenge is not made by MPO within the ten (10) day period, the DC PLANNING'S decision shall become the final decision of the STATE. If such a challenge is made, The DC PLANNING and MPO shall submit written, factual information and data in support of their respective positions to STATE's Contract Officer within a timeframe established by the MPO at the time of challenge. The decision of the STATE's Contract Officer or his/her designee shall be final, conclusive and binding regarding the dispute, unless MPO commences an action in court of competent jurisdiction to contest the decision in accordance with Division 3.6 of the California Government Code.

Section 4. Intercept Clause

- A. Costs for which MPO receives reimbursement payment that are determined by a subsequent audit or other review by either STATE or Federal authorities to be unallowable under 2 CFR, part 200; 48 CFR, Chapter 1, Part 31; or 49 CFR, Part 18, are to be repaid to STATE by MPO within thirty (30) days of MPO receiving notice of audit findings. Should MPO fail to reimburse moneys due STATE within thirty (30) of discovery or demand, or within such other period as may be agreed in writing between the Parties hereto, STATE is authorized to intercept and withhold future payments due to MPO from STATE or any third-party source, including, but not limited to, the State Treasurer, the State Controller or any other fund source.

Section 5. Parties of Agreement

- A. This MFTA, the OWP, the annual OWPA and any related agreements are solely between the named parties thereto and no express or implied benefit to entities or individuals not a party thereto is intended or to be inferred. There are no third-party beneficiaries to or of this MFTA or any OWP, or annual OWPA or any other agreement pertaining hereto.

Section 6. Hold Harmless and Indemnification Clause

- A. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by MPO under or in connection with any work, authority or jurisdiction delegated to MPO under this MFTA and/or each annual OWPA. It is understood and agreed that, pursuant to Government Code section 895.4, MPO shall fully defend, indemnify and save harmless STATE and its officers and employees from all claims, suits or actions of every name, kind and description occurring by reason of anything done or omitted to be done by MPO under or in connection with any work, authority or jurisdiction delegated to MPO under this MFTA and each annual OWPA.
- B. Neither MPO nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction delegated to STATE under this MFTA. It is understood and agreed that, pursuant to Government Code section 895.4, STATE shall fully defend, indemnify and save harmless MPO, its officers and employees from all claims, suits, or actions of every name, kind and description occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction delegated to STATE under this MFTA.

Section 7. Default

- A. In the event that MPO (a) fails to comply with applicable Federal and State laws and regulations; (b) fails to timely proceed with OWP in accordance with the MFTA or OWPA; or (c) otherwise materially violates the terms and conditions of this MFTA and/or OWPA, STATE reserves the right to terminate all funding for that OWP, or a portion thereof. Any such termination shall be accomplished by delivery to MPO of a Notice of Termination, which notice shall become effective not less than thirty (30) days after receipt, specifying the reason for the termination, the extent to which funding of work under this MFTA is terminated and the date upon which such termination becomes effective. During the period before the termination date becomes effective, MPO and STATE shall meet to try to resolve any dispute. No such termination shall become effective if, (a) during the process described in Article V, Section 3, the termination is stayed, (b) within the thirty (30) day period after receipt of the Notice of Termination, MPO either cures the default, or (c) if that default is not reasonably susceptible to cure within said thirty (30) day period, STATE approves a MPO plan and MPO thereafter diligently completes the cure in a manner and timeline acceptable to STATE.
- B. If STATE terminates funding for OWP pursuant to the above paragraph A, STATE shall pay MPO the sum due MPO under the OWPA for eligible work performed prior to termination.

Section 8. Termination

- A. This MFTA shall remain in full force and effect until the termination date stated on Page 1 of this MFTA, unless superseded or terminated in conformance with Section 7 of this Article. All indemnification, document retention, audit, claims, and legal challenge articles will remain in effect until terminated or modified in writing by mutual agreement or expiry by statute of limitations.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

San Diego Association of Governments

By: _____
Contract Officer

By: _____
Executive Director

Date: _____

Date: _____

By: _____
Attorney

Date: _____

APPENDICES

- A Overall Work Program Agreement
- B Request for Reimbursement
- B2 Request for Reimbursement by Fund Source
- C Closeout Documentation
- D DBE Contract Language (required)
- D2 DBE Semi-Annual Report
- E Federal Certifications and Assurances
- F Board Resolution



**BOARD OF DIRECTORS
SEPTEMBER 26, 2014**

AGENDA ITEM NO. 14-09-7

ACTION REQUESTED - ACCEPT

**REGIONAL COMPREHENSIVE PLAN: 2012-2013 BIENNIAL
PERFORMANCE MONITORING REPORT**

File Number 3102000

Introduction

Chapter 8 of the Regional Comprehensive Plan (RCP) describes how SANDAG will use performance indicators as a tool to track the region’s progress in meeting the goals and policy objectives of the plan. In 2006, SANDAG released The Regional Comprehensive Plan: Establishing a Baseline for Performance Monitoring (Baseline Report). The report discusses the significance of each of the 39 indicators that were established in the RCP, provides preliminary findings for each indicator where data were available, and includes a discussion of SANDAG work efforts underway that could influence performance over time. The Baseline Report serves as a reference and benchmark for all future monitoring reports.

Recommendation

The Regional Planning Committee recommends that the SANDAG Board of Directors accept the 2012-2013 Biennial Regional Comprehensive Plan Performance Monitoring Report.

In September 2010, the Board of Directors approved a new schedule for reporting. Monitoring progress in implementing the RCP now occurs on a biennial basis. The attached 2012-2013 Biennial Performance Monitoring Report (Monitoring Report) represents the fifth RCP Monitoring Report since the Baseline Report was accepted by the SANDAG Board in October 2006.

Discussion

The Monitoring Report follows a similar format as previous years’ reports. It sets forth results for the most recent two-year reporting period (which in most cases is calendar year 2013) and describes the data for the most recent years relative to trends observed in previous years.

Indicators were selected as part of the RCP based upon key policy areas and data availability. The list of indicators is revised periodically as new plans are adopted to reflect indicators included in those plans. With the anticipated adoption of San Diego Forward: The Regional Plan in 2015, which will integrate the RCP and the 2050 Regional Transportation Plan and its Sustainable Communities Strategy, work is now under way to identify potential new or revised indicators to monitor implementation of San Diego Forward. In addition, SANDAG staff is coordinating with the U.S. Department of Transportation and Caltrans on transportation-related performance measures that will be established as part of the current transportation bill (Moving Ahead for Progress in the 21st Century Act or MAP-21). New measures or indicators could be incorporated into future monitoring reports.

2012-2013 Monitoring Report Highlights

There are areas where the region appears to be moving in the right direction, and others where improvement is needed.

Moving in the Right Direction

- Beach widths have increased
- Air quality continues to improve
- Water conservation has increased
- The share of energy produced from renewable resources continues to increase
- The percent of solid waste that is recycled continues to increase

Areas for Improvement

- Growth in transportation modes other than driving alone remains relatively constant
- Travel times and traffic volumes have been increasing since 2009
- Affordable housing for lower and moderate income households continues to be provided at a low level when compared to housing for above moderate income households
- Border wait times have increased

It should be noted that a number of indicators are likely demonstrating the effects of the economic recovery. For example, this may have contributed to increased border wait times and longer travel times in some corridors.

On June 6, 2014, the Regional Planning Committee released the draft Monitoring Report for a 21-day public review period. The draft report was posted online at www.sandag.org/rcp. The report was presented to the Regional Planning Technical Working Group (TWG) on June 12, 2014, for additional review and comment. Based upon feedback received, additional information has been provided regarding habitat conserved, water consumption, and other technical edits for clarity.

On September 5, 2014, the Regional Planning Committee recommended that the Board of Directors accept the 2012-2013 Biennial Performance Monitoring Report.

GARY L. GALLEGOS
Executive Director

Attachment: 1. Regional Comprehensive Plan: Draft 2012-2013 Biennial Performance Monitoring Report

Key Staff Contact: Coleen Clementson, (619) 699-1944, coleen.clementson@sandag.org



The Regional
Comprehensive Plan

2012–2013 Biennial Performance Monitoring Report

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Executive Summary

The Regional Comprehensive Plan (RCP), adopted by the SANDAG Board of Directors in 2004, is the long-term planning framework for the San Diego region. It defines a vision and lays out goals, key issues, and needed actions in areas ranging from urban form and transportation to public facilities and borders. It summarizes where the region was in 2004, where the region wants to be by 2030, and what the region needs to do to get there. The RCP also calls for ongoing monitoring to track progress toward meeting the goals outlined in the Plan.

In 2006, SANDAG released the RCP: Establishing a Baseline for Monitoring Performance (Baseline Report), to be used to benchmark progress on an annual basis. The 2012 to 2013 RCP Biennial Performance Monitoring Report (2012 to 2013 Monitoring Report) is the fifth since the Baseline Report was accepted by the Board of Directors in October 2006.

The 2012 to 2013 Monitoring Report includes the most recent data available for each indicator, typically from either 2012 or 2013. For some indicators, there is a one year delay or longer in reporting; in these cases, data from the most recent available year are included. For all indicators, the most recent data are provided and related to historical observations.

Based on the data collected for the 2012 to 2013 Monitoring Report, the indicators illustrate those areas in which the region appears to be moving in the right direction and those in which improvement is needed.

Moving in the Right Direction

- Beach widths have increased.
- Air quality continues to improve.
- Water conservation has increased.
- The share of energy produced from renewable resources continues to increase.
- The percent of solid waste that is recycled continues to increase.

Areas for Improvement

- Share of modes other than driving alone remains relatively stable.
- Travel times and traffic volumes have been increasing since 2009.
- Affordable housing for lower and moderate income households continues to be provided at a low level when compared to housing for above moderate income households.
- Border wait times have increased.

Throughout the 2012 to 2013 Monitoring Report, indicator data are in certain cases related to changes in population, housing, or jobs as shown in Table 1.

Table 1
Population, Housing Units, and Job Growth, 2005 and 2012

	2005	2012	Percent Change 2005-2012
Population	2,966,783	3,128,734	5%
Housing Units	1,107,985	1,165,970	5%
Total Employment	1,498,781	1,450,913	-3%

Sources: State of California, Department of Finance, E-8 Population and Housing Estimates; SANDAG Current Estimates Program.

Some of the indicators included in this report use the American Community Survey (ACS) as their data source. The ACS is the United States Census Bureau's program for collecting and disseminating demographic, socio-economic, and housing data on an annual basis. Approximately one out of 38 addresses (2.5% of the population) is surveyed each year, which equals about 3.5 million addresses a year nationally. In San Diego County, one out of 38 equates to roughly 29,000 addresses each year.

Please note that ACS is not designed to count the population, but rather to collect person and household characteristic information. The official Census (short form), which counts the entire population, is still held every ten years.

Annual indicators were selected as part of the RCP based upon key policy areas and data availability. The list of indicators is revised periodically as new plans are adopted, to reflect indicators included in those plans. There are no new indicators for this reporting period.

Biennial Indicators for Monitoring the Regional Comprehensive Plan

URBAN FORM AND TRANSPORTATION	1	Share of new housing units and jobs located in Smart Growth Opportunity Areas
	2	Share of new housing units within County Water Authority water service boundary
	3	Annual transit ridership
	4	Commute mode shares
	5	Travel times and volumes for key transportation corridors
	6	Annual hours of traffic delay per traveler
	7	Regional crime rate
HOUSING	8	Housing Opportunity Index
	9	Percent of households with housing costs greater than 35% of income
	10	Ratio of new jobs to new housing units
	11	Share of new and existing housing units by structure type and income category
	12	Vacancy rates
	13	Percent of households living in overcrowded conditions
	14	Number of households on the waiting list for Section 8 vouchers
HEALTHY ENVIRONMENT	15	Habitat conserved within designated preserve areas
	16	Percent of preserve areas actively maintained
	17	Number of beach mile closure days
	18	Impaired waterbodies
	19	Beach widths
	20	Air Quality
ECONOMIC PROSPERITY	21	Labor force educational attainment
	22	Employment growth in high-wage economic clusters
	23	Regional unemployment rate compared to California and the United States
	24	Real per capita income compared to California and the United States
	25	Regional poverty rate compared to California and the United States
PUBLIC FACILITIES	26	Water consumption
	27	Diversity of water supply
	28	Recycled water use
	29	Energy supply and use
	30	Share and types of energy produced from renewable resources
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	33	Natural gas consumption by sector
	34	Percent of solid waste that is recycled
	35	Landfill space available
BORDERS	36	Interregional traffic volumes into San Diego from surrounding counties and Baja California
	37	Border wait times
	38	Participation in Secured Electronic Network for Travelers Rapid Inspection Lanes



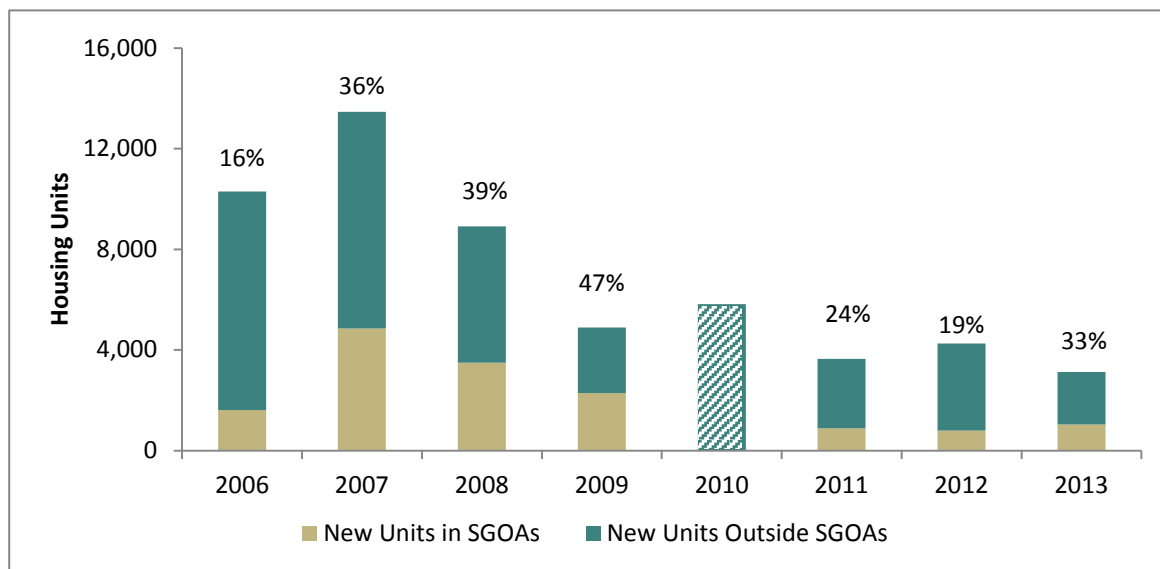
Urban Form and Transportation

Our land use and urban design decisions determine how well our communities serve us in our daily lives, including the quality of our travel choices and our personal safety. The Regional Comprehensive Plan (RCP) encourages urban development with a mix of uses designed to create safe and healthy communities. In addition, the relationship between regional transportation plans and local land use plans and policies is crucial to ensuring that the region's transportation system efficiently connects our communities. The Urban Form and Transportation indicators track progress toward achieving these goals.

Share of New Housing Units and Jobs Located Within Smart Growth Opportunity Areas

Although the **total** number of new housing units built annually has decreased since 2006, the share of **total** units in Smart Growth Opportunity Areas (SGOAs) has slowly increased from 2006 onward. At present, one-fifth of the region's **total** housing stock is in SGOA's, or approximately 236,000 out of 1.17 million housing units. As shown in Figure 1, 33 percent of the region's **new** housing units were built in SGOAs during 2013 with the proportion of yearly **new** units built within Smart Growth Opportunity Areas (SGOAs) fluctuating over time (ranging from a low of 16% in 2006 to a high of 47% in 2009).

Figure 1
Share of New Housing Units in SGOAs, 2006 to 2013



Note: Data from 2010 to the present were benchmarked based on the Census 2010 data, while data for prior years were not revised. The bar representing new housing units in 2010 are from revised 2009/2010 housing estimates from the California Dept. of Finance.

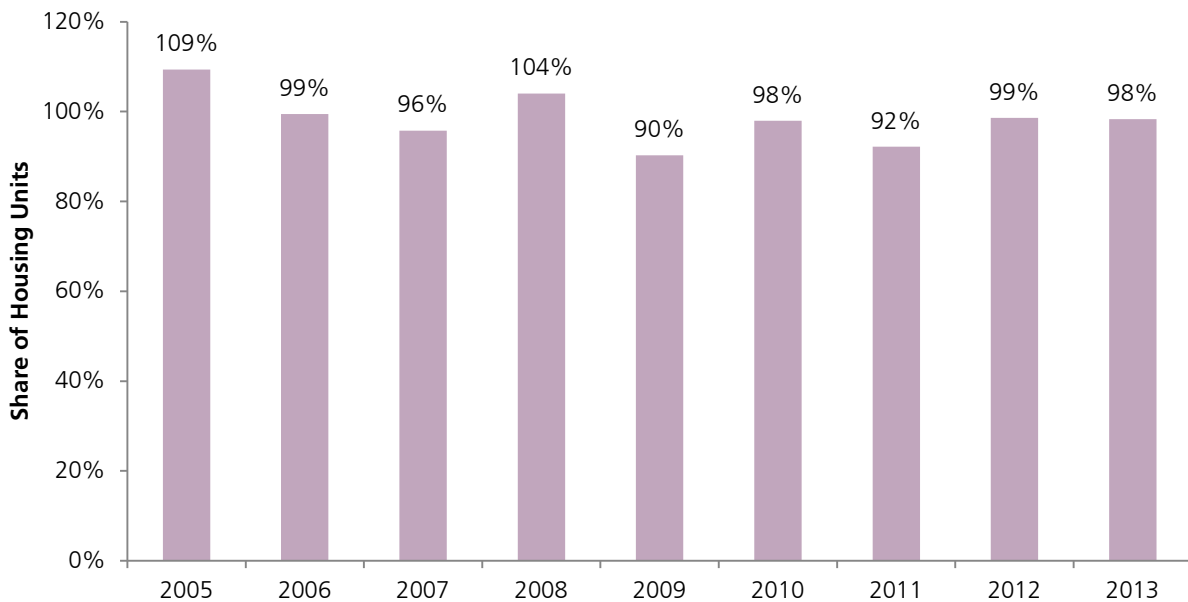
Source: SANDAG Current Estimates Program, CA Dept. of Finance E-8 Historical Population and Housing Estimates

With respect to jobs, there were 542,138 jobs in SGOAs in 2012, representing 37 percent of the region’s jobs. In 2012, SGOAs experienced a net gain of 20,020 jobs. This net increase of nearly four percent is greater than the one percent net increase for total jobs in the region, indicating faster job growth in SGOAs than in the region as a whole.

Share of Net Change in Housing Units within County Water Authority Water Service Boundary

As shown in Figure 2, the change in the number of housing units in the Water Authority service boundary accounted for almost all of the change in housing units in the San Diego region between 2005 and 2013. The number of new housing units built in the Water Authority service boundary was 3,277 during 2013, comprising 98 percent of the total increase. These data signify progress toward the RCP goal of focusing population and job growth away from rural areas and closer to existing and planned job centers and public facilities. The greater than 100 percent figures shown for 2005 and 2008 represent new units plus rebuilt units following major wildfires.

Figure 2
Share of Net Change in Housing Units in the County Water Authority Service Area, 2005 to 2013



Source: SANDAG Current Estimates Program

Annual Transit Ridership

Regional transit ridership has fluctuated in recent years. As shown in Figure 3, transit boardings in San Diego County increased dramatically between 2007 and 2009 and were followed by a 10 percent drop in boardings between 2009 and 2010. Transit ridership saw improvement in 2011 through 2012.¹

Figure 3
Annual Transit Boardings, 2005 to 2013



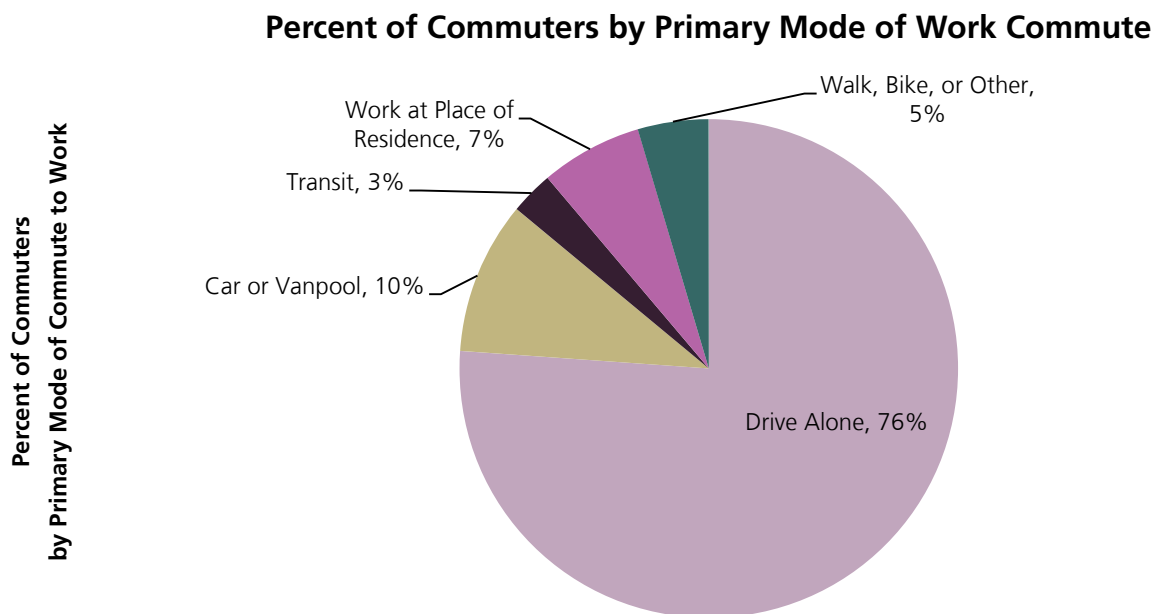
Source: Annual Boardings Data, Metropolitan Transit System and North County Transit District; SANDAG

¹ The number of boardings is not equal to the number of transit passengers since many passengers make multiple trips via transit.

Commute Mode Shares

The percent of commuters by primary mode of commute to work is provided below by looking at the American Community Survey (ACS) commute data. As presented in Figures 4 and 5, the primary transportation mode for a work commute includes those that drive alone, with about three-quarters of commuters driving to work alone. Alternative primary commute modes are also popular, with about 10 percent of commuters car- or vanpooling, seven percent working at their place of residence, five percent walking, biking, or taking alternative modes, and three percent taking transit, as displayed in Figures 4 and 6. Both drive-alone and alternative commute modes remained stable since 2005, with no statistically significant changes.

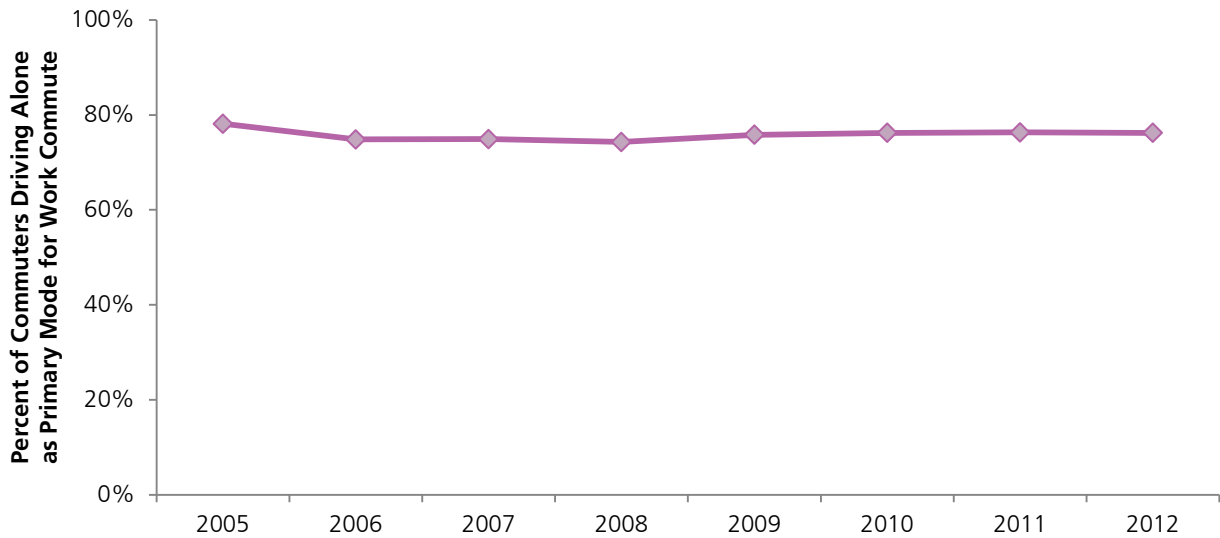
Figure 4
Regional Commute Mode Shares, 2012



Note: Percentages may not total 100 due to rounding.

Source: American Community Survey, 1-Year Estimate. United States Census Bureau

Figure 5
Drive Alone Mode Shares, 2005 to 2012



Source: American Community Survey, 1-Year Estimate. United States Census Bureau

Figure 6
Alternative Commute Mode Shares, 2005 to 2012



Source: American Community Survey, 1-Year Estimate. United States Census Bureau

While this information provided through the ACS is helpful in discerning high-level commuting trends, it only captures the “primary mode” used by the commuter, and doesn’t consider multimodal work trips or the use of different modes during the course of the work week. Further, there is no distinction between the following:

- Individuals who primarily work from home and thus do not create daily commute-related trips

- Employees who telework and normally commute to their employer’s workplace on non-telework days

In this regard, the data is not useful for accurately measuring trip reduction resulting from teleworking. To fill this gap, SANDAG conducted a Commute Behavior Survey in 2013 in which a total of 2,000 residents from the San Diego region who work at least 30 hours per week were asked about their commute behavior for each day of the week.

Most notable from the 2013 Commute Behavior Survey is the large number of individuals who report that they telework (5%) or “work at home” (8%). When combining these individual categories, the total (13%) is nearly two times larger than reported through the ACS (7%).

This survey also reflects the ever-growing complexities of the commute to work. Residents who indicated that they primarily carpooled, vanpooled, or used transit at least one day per week to get to and from work were asked about the modes of transportation used to access their primary commute mode and their final destination (e.g., the first and last mile of their commute trip).

Among the commuters who do not start their primary commute at home:

- 30 percent walked
- 22 percent drove alone
- 10 percent were dropped off
- 4 percent used a form of transit
- 3 percent used a bicycle

Among the commuters who did not end their primary commute at the final destination:

- 44 percent walked
- 2 percent used a bicycle
- 2 percent used a form of transit
- 2 percent got picked up

Travel Times and Volumes for Key Transportation Corridors

The RCP includes the goals of reducing traffic congestion on freeways and arterials and developing a network of fast, convenient, high-quality transit services that are competitive with drive-alone travel times during peak periods. Progress toward these goals can be measured by evaluating travel times and volumes for key auto and transit corridors.

Travel time and volume data on freeways are provided by the Caltrans Performance Measurement System (PeMS), a web-based system used for reporting and monitoring the performance of the freeway system. Freeway detector stations collect volume and lane occupancy information every 30 seconds.

It should be noted that the data presented in Map 1 and Table 2 do not represent “door-to-door” commute times, but rather, trip time once on the freeway. Travel times are representative only of a freeway trip; average travel times are computed from an aggregation of freeway loop detector

data. Accordingly, travel time monitoring currently is limited to freeway segments and the availability of freeway loop detector stations; thus, all segments shown in Map 1 and Table 2 are confined to each respective freeway.

Improvements to PeMS has been an ongoing statewide effort since its initial development and release back to the late 1990s. Key PeMS enhancements have generally focused on assessing and improving the quality of the data and performance measures that the PeMS provides. Specific enhancements currently developed for the San Diego region under the PeMS multimodal project will allow the PeMS to incorporate real-time transit and arterial data. This additional data will better approximate “door-to-door” travel times. The Arterial PeMS (A-PeMS) Module and Transit PeMS (T-PeMS) Module were completed in 2011. Current efforts are underway that include the design and implementation of a Corridor PeMS that combines the freeway, arterial, and transit modules. As arterial detection is introduced and transit vehicles in the region are outfitted with Automated Passenger Counters (APC) and Automated Vehicle Location (AVL) units, the A-PeMS, T-PeMS, and Corridor PeMS modules will serve as the regional platform to analyze and assess freeway, arterial, and transit performance data. These statistics will be incorporated into the established and on-going performance monitoring reports.²

Travel times shown in Table 2 differ from those presented in the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) for the following reason:

- 2050 RTP/SCS travel times are model based, whereas the reported travel times represent actual observed data. 2050 RTP/SCS travel times represent “door-to-door” commute times that take into account road configuration, assigned traffic volume, and any intersection controls, whereas the travel times listed below only include trip time once on the freeway. However, as indicated above, the PeMS will have the ability to measure arterial travel times to approximate 2050 RTP/SCS door-to-door travel times for future reports.

² Additionally, travel times and volumes reported for previous years in the 2012 to 2013 Monitoring Report may differ from those reported in previous reports as loop detection capability has been enhanced and now more accurately reflects the start and end points of the designated freeway segments.

Between 2007 and 2009, commute times decreased in most corridors due in part to the economic downturn. Since 2009, commute times in the region generally have been increasing at a modest rate as the regional economy continues to recover.

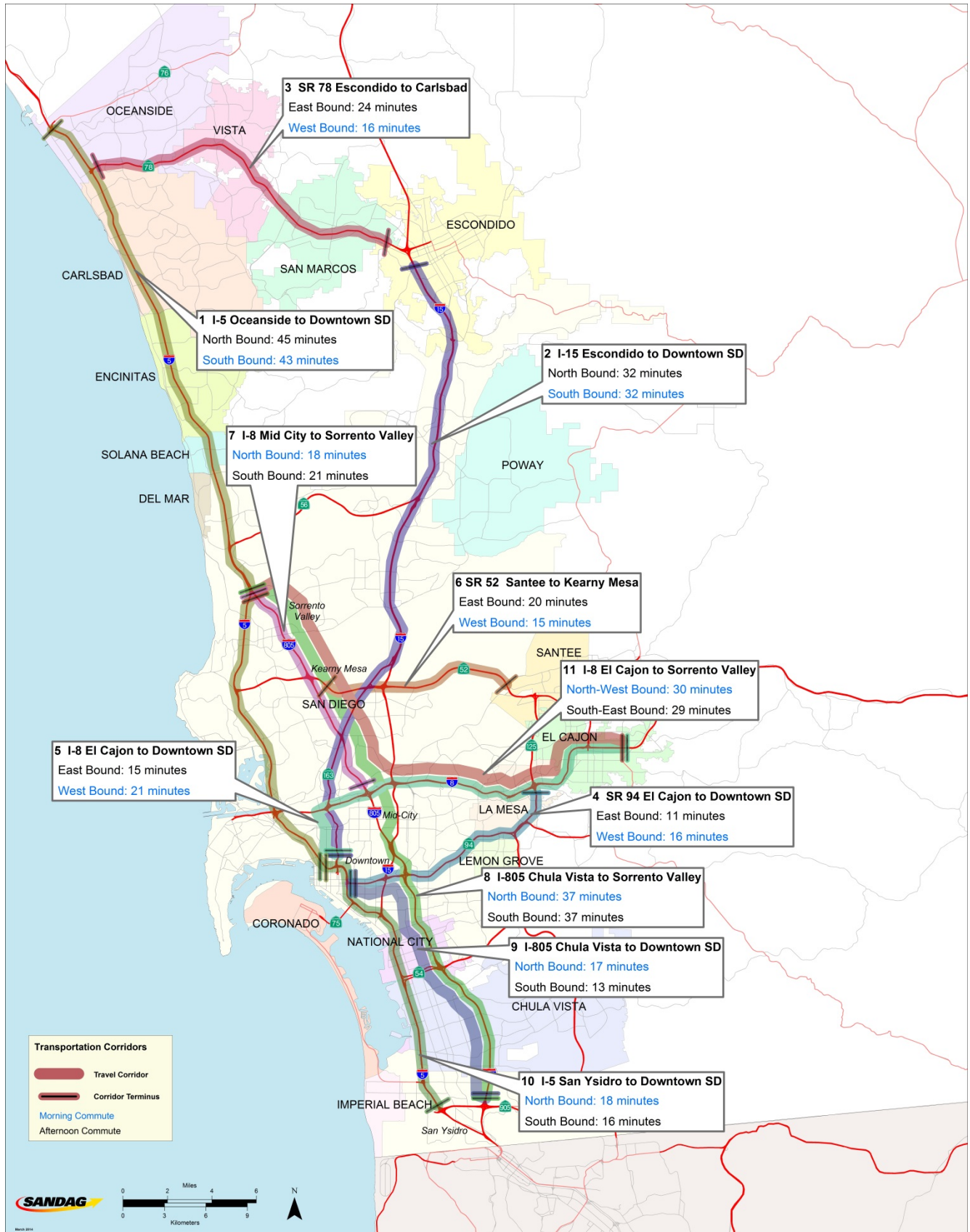
Table 2
Travel Times in Key Auto Corridors, 2005 to 2013

Corridor				Length (miles)	AM Peak (0800 Departure)									PM Peak (1700 Departure)								
					2005	2006	2007	2008	2009	2010	2011	2012	2013	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	I-5	Oceanside to Downtown SD	SR-76 to Front Street	36.5	55	54	55	43	39	44	43	41	43	47	48	47	41	39	43	44	44	45
2	I-15	Escondido to Downtown SD	SR-78 to A Street via SR-163	29.3	46	47	41	36	34	34	36	31	32	38	36	34	32	30	36	35	28	32
3	SR-78	Escondido to Carlsbad	I-15 to I-5	16.5	16	17	16	16	16	16	16	16	16	22	25	27	24	22	25	26	27	24
4	SR-94	El Cajon to Downtown SD	El Cajon Blvd. to F Street via SR-125/SR-94	10.3	16	16	14	13	14	14	15	15	16	12	12	12	11	12	10	11	11	11
5	I-8	El Cajon to Downtown SD	El Cajon Blvd. to A Street via SR-163	13.3	18	20	17	14	16	19	19	19	21	17	17	16	15	14	14	14	14	15
6	SR-52	Santee to Kearny Mesa	SR-125 to I-805	11.8	12	14	14	13	11	12	13	14	15	16	17	18	16	13	13	17	19	20
7	I-805	Mid-City to Sorrento Valley	I-8 to I-5	10.9	17	18	15	14	12	14	15	15	18	15	16	14	14	13	13	14	17	21
8	I-805	Chula Vista to Sorrento Valley	SR-905 to Mira Mesa Blvd	24.8	40	39	36	32	28	32	32	33	37	41	44	36	31	30	32	29	34	37
9	I-805	Chula Vista to Downtown SD	SR-905 to F Street via SR-94	12.8	22	20	19	17	17	18	17	17	17	20	19	18	15	15	16	13	13	13
10	I-5	San Ysidro to Downtown SD	SR-905 to 6th Ave	12.8	14	16	16	14	14	15	16	16	18	16	17	15	15	15	15	15	16	16
11	I-8	El Cajon to Sorrento Valley	El Cajon Blvd. to Mira Mesa Blvd via I-805	17.3	29	31	27	24	20	23	25	25	30	24	25	24	24	22	22	22	25	29

Notes: (a) The a.m. peak period is based on a departure time of 8 a.m., and the p.m. peak period is based on a departure time of 5 p.m.; (b) the a.m. direction is listed; the p.m. is the reverse direction of travel; (c) corridor limits are listed for the a.m. direction and are approximately the same for the p.m. direction; and (d) data are reported for commutes on Tuesdays, Wednesdays, and Thursdays.

Source: Freeway Performance Measurement System (PeMS) Version 12.3, Caltrans

Map 1 Key Auto Corridor Travel Times, 2013



As shown in Table 3, travel volumes continued to fluctuate in 2013. Observed decreases in travel time and travel volume can potentially be attributed to a variety of factors, including the downturn of the economy and roadway construction efforts during the last several years focused on infrastructure improvements that address "severe congestion levels, specific bottlenecks that cause an overall slowing of the system".

Table 3
Travel Volumes in Key Auto Corridors, 2005 to 2013

			Monitoring Point at	2005	2006	2007	2008	2009	2010	2011	2012	2013
1	I-5	Oceanside to Downtown SD	Carmel Valley Road	192,900	183,700	178,000	176,500	183,900	182,800	184,300	186,300	186,000
2	I-15	Escondido to Downtown SD	Mercy Road	276,000	273,800	274,400	263,800	266,800	271,100	266,700	293,500	309,500
3	SR-78	Escondido to Carlsbad	Mar Vista Road	138,200	136,600	134,700	130,300	130,600	129,800	131,100	129,300	130,900
4	SR-94	El Cajon to Downtown SD	Euclid Ave	152,700	159,200	158,000	156,000	157,300	156,900	155,500	155,200	157,100
5	I-8	El Cajon to Downtown SD	Waring Road	232,100	233,800	232,500	227,200	228,000	227,400	220,700	217,400	221,100
6	SR-52	Santee to Kearny Mesa	Santo Road	81,800	82,700	81,800	83,100	85,000	89,000	97,200	105,700	109,900
7	I-805	Mid-City to Sorrento Valley	Governor Drive	209,500	212,300	210,900	206,100	204,400	206,800	205,900	204,600	200,400
8	I-805	Chula Vista to Sorrento Valley	Governor Drive	209,500	212,300	210,900	206,100	204,400	206,800	205,900	204,600	200,400
9	I-805	Chula Vista to Downtown SD	N/O SR-54	193,000	190,700	187,400	180,900	181,600	181,400	180,300	174,900	183,800
10	I-5	San Ysidro to Downtown SD	24th Street	174,500	178,300	157,200	149,900	151,600	152,300	149,600	146,100	150,400
11	I-8	El Cajon to Sorrento Valley	Waring Road	232,100	233,800	232,500	227,200	228,000	227,400	220,700	217,400	221,100

Notes: (a) Data are reported for commutes on Tuesdays, Wednesdays, and Thursdays; (b) traffic data obtained from monitoring stations may be subject to atypical operating conditions due to active highway construction. Volumes for Interstate 805 (I-805) Mid-City to Sorrento Valley and I-805 Chula Vista to Sorrento Valley are the same as those for Chula Vista to Downtown San Diego because they share the same screenline; (c) Historical data have been adjusted to reflect current information available.

Source: Freeway PeMS Version 12.3, Caltrans

As mentioned above, as the PeMS continues to be developed and refined, it will eventually incorporate real-time transit data. In the meantime, the 2012 to 2013 Monitoring Report includes transit volume information from FY 2005 through FY 2013 based on SANDAG Passenger Counting Program data. Transit passenger volumes are measured at key locations (screenlines) selected within each corridor. For each corridor, transit passenger volumes are listed by screenline in Table 4. As with vehicle travel volumes, transit travel volumes continued to fluctuate. This may be partially related to the economic recession as well as changes in state and federal funding.

Table 4
Transit Passenger Volumes in Key Transit Corridors at Specific Screenline Locations, 2005 to 2013

No.	Corridor	Monitoring Point Location	2005	2006	2007	2008	2009	2010	2011	2012	2013	
1	I-5	Oceanside to Downtown SD	5,183	5,276	5,184	6,267	5,112	4,901	5,365	5,188	5,405	
		COASTER	Del Mar	4,591	4,620	4,568	5,501	4,192	4,093	4,527	4,291	4,552
		Route 101	Camino del Mar and Del Mar Heights	592	656	616	766	920	808	838	897	853
2	I-15	Escondido to Downtown SD - Poway *	1,789	1,914	1,563	1,911	1,712	1,864	2,062	2,170	2,205	
		Route 20	Rancho Penasquitos Blvd and Calle De Las Rosas	871	857	589	809	770	888	1,040	1,092	1,118
		Route 810	Escondido Blvd and Felicita Ave	386	474	306	428	527	559	600	694	721
		Route 820	Poway Rd and Pomerado Rd	174	169	165	194	194	201	200	213	199
		Route 850	Carmel Mountain Rd and Penasquitos Dr	205	237	236	235	221	216	222	171	167
		Route 860	W Bernardo Rd and Poblado Rd	153	177	267	245	n/a	n/a	n/a	n/a	n/a
		Escondido to Downtown SD - Mira Mesa*	2,147	2,250	1,741	1,997	2,236	2,436	2,660	2,805	2,816	
		Route 20	Mira Mesa Blvd and Black Mountain Rd	1,118	1,071	662	812	973	1,110	1,261	1,372	1,378
		Route 210	Mira Mesa Blvd and Black Mountain Rd	111	122	105	83	100	98	105	95	101
		Route 810	Escondido Blvd and Felicita Ave	386	474	306	428	527	559	600	694	721
		Route 820	Sabre Springs/ Penasquitos Transit Center	174	169	165	194	194	201	200	213	199
		Route 850	Carmel Mountain Rd and Paseo Cardiel	205	237	236	235	221	216	222	171	167
		Route 860	Rancho Carmel Dr and Provencal Pl	153	177	267	245	207	183	190	152	136
		Route 880	Mira Mesa Blvd and Black Mountain Rd	n/a	n/a	n/a	n/a	14	69	82	108	114

Table 4 (continued)
Transit Passenger Volumes in Key Transit Corridors at Specific Screenline Locations, 2005 to 2013

No.	Corridor	Monitoring Point Location	2005	2006	2007	2008	2009	2010	2011	2012	2013		
3	SR-78	Escondido to Carlsbad - Vista*	951	937	941	3,339	3,118	3,347	3,195	3,832	3,833		
		Route 320	Vista Transit Center	951	937	941	n/a	n/a	n/a	n/a	n/a	n/a	
		SPRINTER	Vista Transit Center	n/a	n/a	n/a	3,339	3,118	3,347	3,195	3,832	3,833	
		Escondido to Carlsbad - San Marcos *		862	882	879	3,063	3,012	3,087	3,109	3,772	3,778	
	Route 320		Palomar College	862	882	879	n/a	n/a	n/a	n/a	n/a	n/a	
	SPRINTER		Palomar College	n/a	n/a	n/a	3,063	3,012	3,087	3,109	3,772	3,778	
4	SR-94	El Cajon to Downtown SD	10,311	10,324	9,969	10,033	11,175	10,917	11,195	11,200	12,661		
		Orange Line	Euclid Ave	10,311	10,324	9,969	10,033	11,175	10,917	11,195	11,200	12,661	
5	I-8	El Cajon to Downtown SD - Fashion Valley*	1,224	9,564	10,681	11,223	11,804	10,957	10,255	10,229	14,098		
		Green Line	Fashion Valley	n/a	8,045	8,935	9,513	10,159	9,536	8,912	8,900	12,729	
		Route 11	University Ave and 3rd Ave	1,224	1,382	1,391	1,372	1,463	1,421	1,343	1,329	1,369	
		Route 14	Fashion Valley Transit Center	n/a	137	355	338	182	n/a	n/a	n/a	n/a	
			El Cajon to Downtown SD - SDSU/Grantville*		356	7,080	8,611	9,140	10,080	9,178	8,482	8,421	10,682
		Green Line		SDSU	n/a	6,261	7,434	8,046	9,027	8,183	7,498	7,498	9,678
		Route 11		Campanile Dr and Montezuma Rd	356	707	815	774	884	778	825	790	858
		Route 14		College Ave/SDSU Transit Center	n/a	112	362	320	169	217	159	133	146
6	SR-52	Santee to Kearny Mesa	24	33	23	20	21	40	23	40	39		
		Route 870	Clairemont Mesa Blvd and Overland Ave	24	33	23	20	21	40	23	40	39	
7	I-805	Mid-City to Sorrento Valley	1,217	1,328	2,533	2,758	2,804	2,153	2,912	2,930	3,154		
		Route 50	Genessee Ave and Clairemont Mesa Blvd	512	620	469	508	497	341	442	444	464	
		Route 105	Clairemont Mesa Blvd and Clairmont Dr	n/a	n/a	595	579	531	456	477	455	452	
		Route 150	Gilman Dr and Via La Jolla	530	558	1,304	1,486	1,553	1,243	1,866	1,881	2,030	
		Route 960	Clairemont Mesa Blvd and Overland Dr	175	150	165	185	223	113	127	150	208	
8	I-805	Chula Vista to Sorrento Valley	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
9	I-805	Chula Vista to Downtown SD	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		

Table 4 (continued)
Transit Passenger Volumes in Key Transit Corridors at Specific Screenline Locations, 2005 to 2013

No.	Corridor	Monitoring Point Location	2005	2006	2007	2008	2009	2010	2011	2012	2013	
10	I-5	San Ysidro to Downtown SD - San Ysidro*	24,819	24,821	24,941	26,622	28,210	25,601	24,006	24,021	19,377	
		Blue Line	Iris Ave	21,037	20,961	21,310	21,915	23,408	21,309	22,471	22,471	17,938
		Route 929	Iris Ave	1,434	1,521	1,486	2,456	2,145	2,084	1,535	1,550	1,439
		Route 932	Iris Ave	2,348	2,339	2,145	2,251	2,657	2,208	n/a	n/a	n/a
		San Ysidro to Downtown SD - 12th and Imperial*	22,759	21,943	22,851	24,190	25,018	22,856	24,006	24,233	20,793	
		Blue Line	12th and Imperial	21,773	20,907	21,561	22,829	23,717	21,585	22,989	22,989	19,465
		Route 929	12th and Imperial	986	1,036	1,290	1,361	1,301	1,271	1,017	1,244	1,328
11	I-8	El Cajon to Sorrento Valley	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	

*Monitoring at two screenlines along corridor.

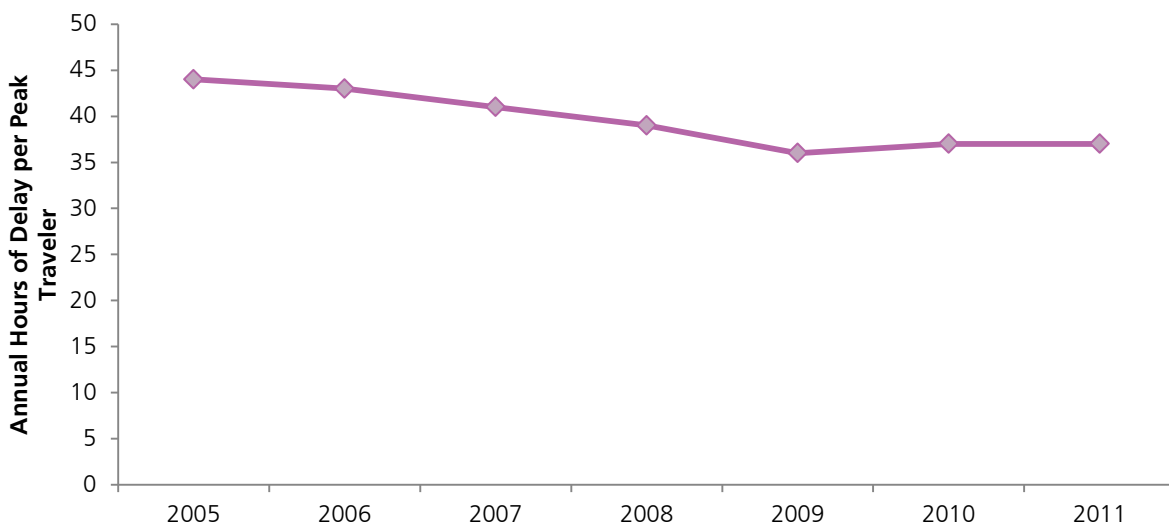
Notes: Total for both directions. The transit screenline locations for individual routes may not represent peak passenger load locations nor total ridership on the route.

Source: SANDAG Passenger Counting Program 2013

Annual Hours of Traffic Delay per Traveler

Annual hours of traffic delay per traveler decreased from 2005 through 2009, as shown in Figure 7. After 2009, the annual hours of delay has remained stable at 37 hours. Delay is defined as the extra travel time it takes travelers to complete a trip during peak periods (6 to 9 a.m. and 4 to 7 p.m.) as a result of congestion.

Figure 7
Annual Hours of Traffic Delay Per Traveler During Peak Periods, 2005 to 2011

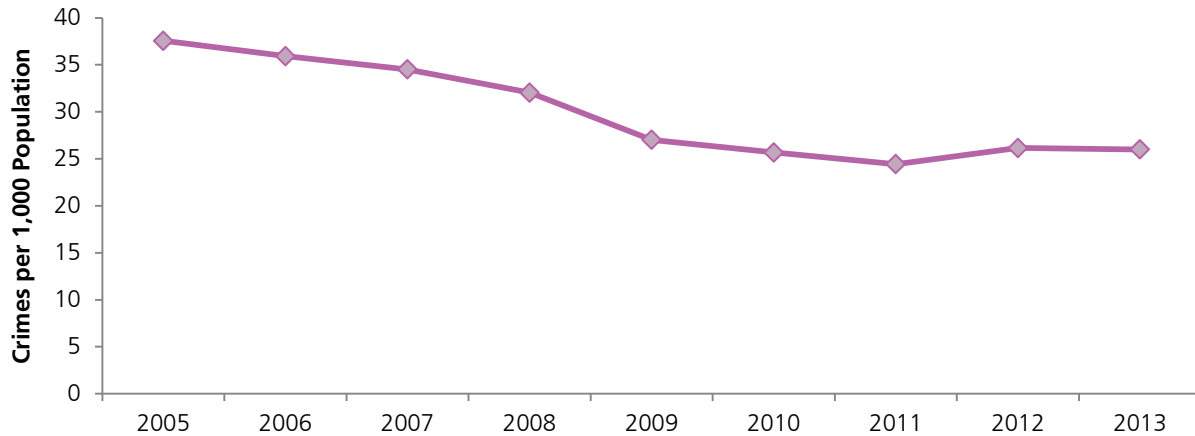


Source: Annual Urban Mobility Report, Texas Transportation Institute

Regional Crime Rate

As shown in Figure 8, while the rate of crime in the region declined from 2005 through 2011, there was a slight increase in 2012 and stabilizing at 26 crimes per 1,000 people in 2013.

Figure 8
FBI Index Crimes Per 1,000 People, 2005 to 2013



Source: SANDAG Criminal Justice Research Division

Conclusion

As of 2013, the region continued to make progress toward achieving some of the urban form and transportation goals listed in the RCP, but not others. The proportion of total housing units within Smart Growth Opportunity Areas has increased and the number of jobs in these areas is growing faster than overall employment. Commute times are generally decreasing or remaining stable in the region, with annual hours of delay in the peak period also remaining stable. Future monitoring is required to fully understand our progress toward improving mobility.



Housing

The limited supply of affordable housing to meet the region's demand continues to be one of the major issues facing the San Diego region today. Building permit issuance was nearly 15,000 units in 2005, fell to just over 5,000 units in 2011, and is climbing back slowly to 7,300 units in 2012 and 9,200 units in 2013. The Regional Comprehensive Plan (RCP) calls for more housing choices—more apartments, condominiums, and single family homes in all price ranges. How much, what type, and where housing is built are some of the most important decisions the region can make in shaping its future. The Smart Growth Opportunity Areas located on the Smart Growth Concept Map identify approximately 200 sites throughout the region where new housing can be located near jobs and transit—thus providing more housing and transportation choices and better connecting transportation and land use. Implementation of smart growth, by creating more compact, walkable, and bicycle-friendly communities that are accessible to public transit, will help the region meet its Greenhouse Gas (GHG) reduction emission targets set by the California Air Resources Board.

In October 2011, SANDAG adopted the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) and the Regional Housing Needs Assessment (RHNA) Plan for the fifth housing element cycle (2013 to 2020). Both documents, which were prepared concurrently, show that the region has made strides toward ensuring sufficient housing capacity for all income levels between now and 2050. Collectively, the 18 cities and County of San Diego have over 200,000 units of multifamily unit housing capacity planned in the 30 dwelling units per acre category. About 80 percent of the new housing units expected to be built between now and 2050 will be multifamily, with most of them located on infill and redevelopment sites near transit. This trend toward more compact, transit-oriented development will help the region achieve both its housing and GHG reduction targets, and is reflected in the local general, community, and specific plans that have been adopted since 2004.

A new challenge faced by the region and its local jurisdictions (along with other areas in the state) is the loss of affordable housing funding related to the elimination of redevelopment agencies, and the minimal amount of funding remaining from the housing bonds approved by the state's voters in 2002 and 2006. In order to continue building affordable housing at the levels seen during the 2000s, new sources of funding and new approaches to addressing our affordable housing needs for very low, low, and moderate income households need to be found. The state legislature is considering several ways of funding affordable housing including a permanent source of funding (Senate Bill 391) and the use of cap and trade funds.

Housing Opportunity Index

As shown in Figure 9, data from 2013 suggests that the upward trend in housing affordability since 2007 may have reversed. The percent of homes sold that are affordable to households earning the regional median income has declined to 35 percent in 2013 after reaching a high of 55 percent in 2011 and 2012.

Figure 9
Housing Opportunity Index, 2005 to 2013



Source: *National Association of Home Builders*

As Table 5 shows, although housing became more affordable from 2005 through 2011, home prices remained out of reach for many households in the region, and began increasing again starting in 2012. Historically, the median price of a home has been considered to be affordable at three to four times the median income. Even at the lowest median home price point in December 2008, the annual income needed to afford a home priced at \$300,000 would be between \$75,000 and \$100,000, well above the regional median household income. The December 2012 median home price (\$366,000) is nearly 5.5 times the regional median income of \$67,753 (SANDAG 2013 Current Estimates Program); and the December 2013 median home price (\$420,000) is about six times the regional median income. With increasing mortgage interest rates, tighter lending requirements, and current median income, owning a home in the San Diego region continues to be a challenge.

**Table 5
Median Home Prices, 2005 to 2013**

Month/Year	Median Price
December 2005	516,000
December 2006	483,000
December 2007	430,000
December 2008	300,000
December 2009	330,000
December 2010	333,000
December 2011	315,000
December 2012	366,000
December 2013	420,000

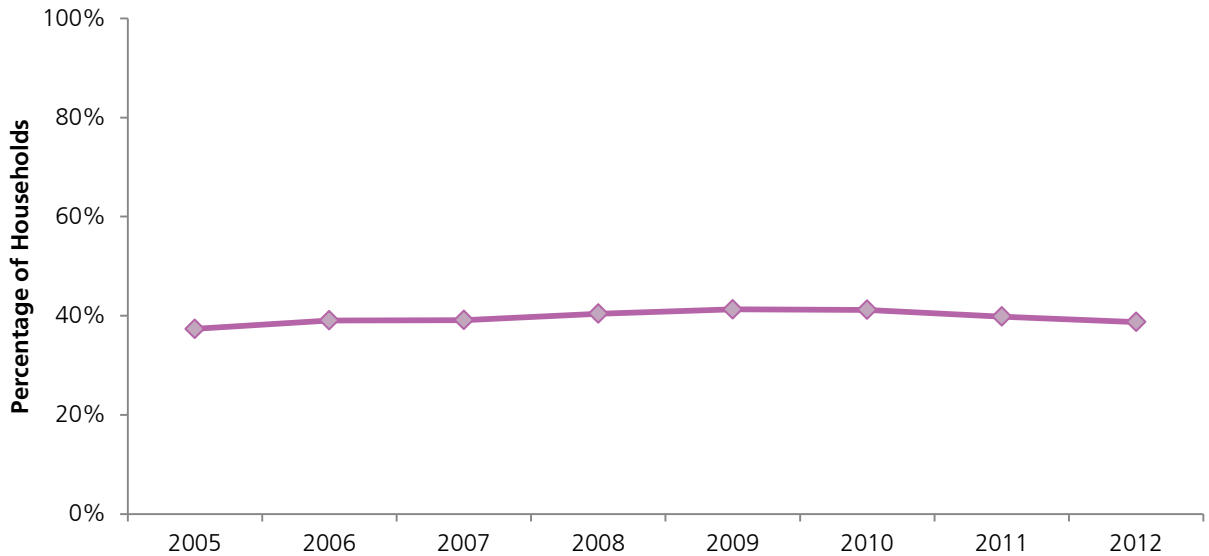
Note: Includes all resale homes and condominiums, new homes and condominiums, and condominium conversions.

Source: DataQuick: <http://www.dataquick.com/about/news/industrynews/>

Percent of Households with Housing Costs Greater Than 35 Percent of Income

As shown in Figure 10, the percentage of households paying more than 35 percent of their income toward housing costs has been relatively stable since 2005, ranging from 37 percent to 41 percent in 2009 and 2010. In 2012, 39 percent of households paid more than 35 percent of income on housing.

Figure 10
Percent of Households Paying 35 Percent or More of Income for Housing, 2005 to 2012

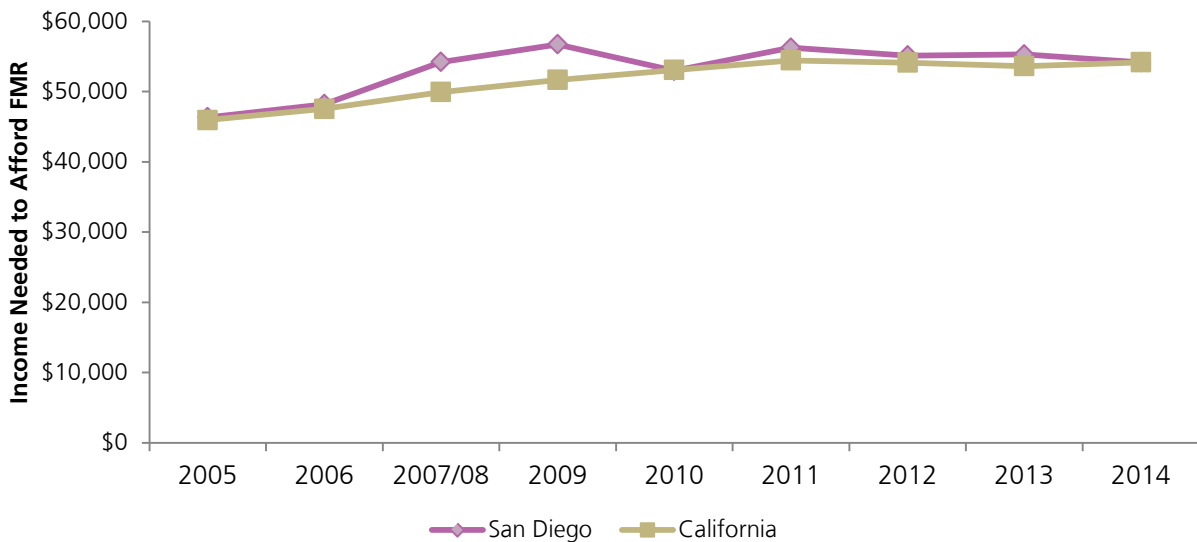


Source: American Community Survey, 1-Year Estimates. United States Census Bureau

Another indicator of housing affordability in the region is the income a household must earn to afford the rent for an apartment at the Department of Housing and Urban Development’s most recent Fair Market Rent of \$1,382 for a two-bedroom unit (note this is a decrease from a high of \$1,418 in 2009). As Figure 11 shows, in 2013, that amount was \$55,280 annually or about \$27 per hour (assuming that no more than 30 percent of income is spent on housing). However, the income needed in the San Diego region is \$1,653 more than for the state (\$53,627); the upward trend in annual income needed since 2000 is fairly consistent for both the state and the region.

In 2013, the minimum wage in California was \$8.00 per hour. Therefore, a household would need to include more than three minimum wage earners working forty hours per week to make a two-bedroom fair market rent affordable in the San Diego region.

Figure 11
Annual Income Needed to Afford Fair Market Rent, 2005 to 2014



Source: *Out of Reach*, National Low-Income Housing Coalition

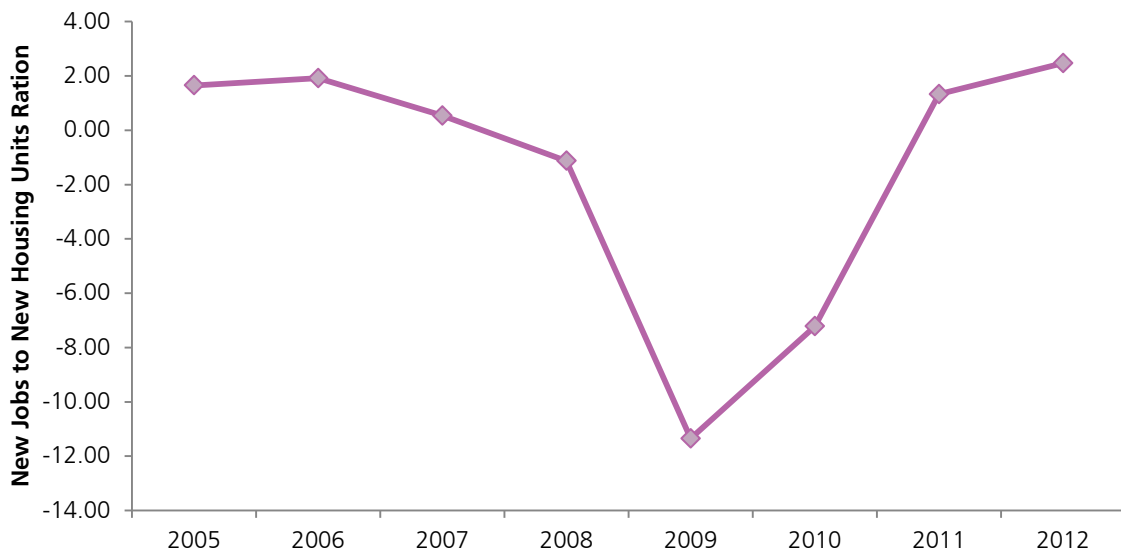
Ratio of New Jobs to New Housing Units

In 2008 the California Planning Roundtable published a report entitled, “Deconstructing Jobs-Housing Balance.” This report provides an overview of jobs-housing balance issues for planning practitioners. It outlines the objectives such a policy hopes to achieve (such as reduced driving and congestion, reductions in air pollutants, and lower costs to businesses and commuters, among others) and the strengths and shortcomings of the various ways of measuring this balance. The conclusion of the report is that jobs-housing balance ratios should be used as generalized indicators, and that regional and local policies such as the smart growth, affordable housing, economic prosperity, transit-oriented transportation, congestion pricing, and transportation demand and system management strategies that the region is pursuing through implementation of the RCP and 2050 RTP/SCS, and RHNA will assist in meeting the objectives associated with jobs-housing balance. The variables that make assessing jobs-housing balance difficult include the types of jobs available, job skills and education of residents, availability (or lack thereof) of a range of housing choices that

are affordable to a variety of income levels, households with multiple workers, job changes, and quality of schools.

With that perspective in mind, Figure 12 shows the ratio of new jobs created to new housing units built from 2005 to 2012, and Table 6 shows the jobs and housing data and ratios for both total jobs and housing units and new jobs and housing units. The ratio fluctuates between 1.17 and 1.07 based on the total number of jobs and housing units between 2005 and 2012. This ratio is similar to most of the other major metropolitan areas of the state (see California Regional Progress Report, 2007).

Figure 12
Total New Jobs Per New Housing Unit Ratio, 2005 to 2012



Source: SANDAG Annual Population and Housing Estimates; California Employment Development Department

As shown in Table 6, over the past few years, growth in the number of new housing units increased significantly in 2011 and slowed again in 2012. Regarding new jobs, the net job losses associated with the economic recession in 2008, 2009, and 2010 has reversed with increases in 2011 and 2012. As a result, the ratio of new jobs to new housing units reached a high of 2.47 in 2012.

Table 6
Total Jobs Per Housing Unit Ratio, 2005 to 2012

	Housing Units	Wage & Salary Jobs ¹	New Units	New Jobs	New Jobs/ New Units	Jobs/Units
2005	1,107,985	1,292,800	12,908	21,300	1.65	1.17
2006	1,118,283	1,312,500	10,298	19,700	1.91	1.17
2007	1,131,749	1,319,700	13,466	7,200	0.53	1.17
2008	1,140,349	1,310,000	8,600	-9,700	-1.13	1.15
2009	1,145,548	1,251,000	5,199	-59,000	-11.35	1.09
2010	1,149,426	1,223,000	3,878	-28,000	-7.22	1.06
2011	1,161,720	1,239,300	12,294	16,300	1.33	1.07
2012	1,165,970	1,249,800	4,250	10,500	2.47	1.07

¹ Does not include military and self-employed

Note: The 2010 Housing Unit estimate in Table 6 was not benchmarked to the 2010 Census. Since this table reflects a series benchmarked from the Census 2000, it is appropriate to use this figure. It does not match the estimate in Table 1.

Source: SANDAG Current Estimates Program, California Employment Development Department.

Share of New Housing Units by Income Category

Fourth Housing Element Cycle (July 1, 2005 to June 30, 2010)

Although the fourth housing element cycle ended in June 2010, information for this cycle is included in this report to provide historical housing production data. A total of 80,734 building permits for new housing units were issued in the region between January 1, 2003, and December 31, 2010 (six months beyond the 7.5-year RHNA projection period for the fourth housing element cycle), including 4,563 very low income, 4,747 low income, 3,652 moderate income, and 67,772 above moderate income housing units, as shown in Table 7. Based on the 2003 to 2010 RHNA adopted by SANDAG in February 2005, building permits have been issued for 19 percent of the very low income, 26 percent of the low income, 18 percent of the moderate income, and 152 percent of the above moderate income regional housing needs established for the RHNA projection period.

The data show that the above moderate income housing needs established in the fourth RHNA cycle were exceeded, while the housing needs for very low, low, and moderate income households fell short of their respective goals, due in part to the high cost of land and lack of subsidies to build very low, low, and moderate income housing

Table 7
Share of New Housing Units by Income Category, January 1, 2003, through December 31, 2010

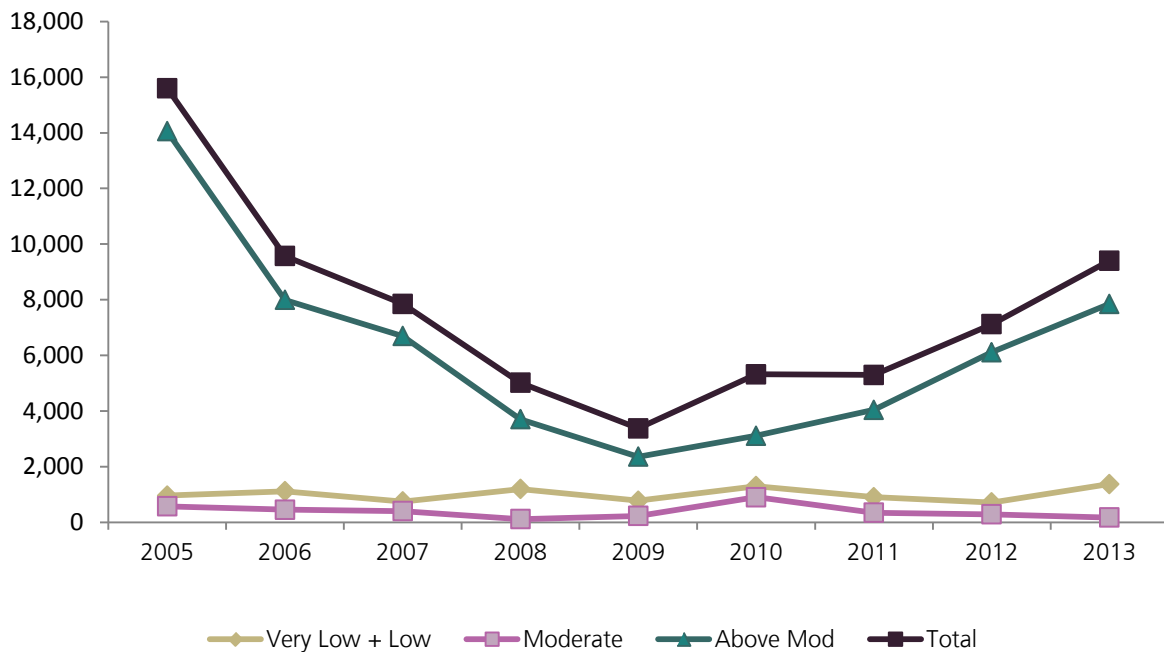
Income Level	Very Low	Low	Moderate	Above Moderate	Total for all Categories
Total Housing Units Permitted	4,563	4,747	3,652	67,772	80,734
RHNA Goal (4th Cycle)	24,143	18,348	20,280	44,530	107,301
Percent of Goal Produced	19%	26%	18%	152%	75%
Units Left to Permit	19,580	13,601	16,628	-23,242	26,567

Source: Data compiled from building permits issued by the local jurisdictions in the San Diego region. Permitted units include deed-restricted and non-deed-restricted units as reported by each jurisdiction.

As shown in Figure 13, total building permit issuance dropped off during 2006, 2007, 2008, and 2009, before increasing slightly in 2010, the final year of the fourth housing element cycle. Likewise, construction of above moderate income units slowed during 2007, 2008, and 2009, and increased in 2010. Lower income units (very low and low) had the most variable changes in new building permit issuance, experiencing a decline in one year and an increase the following year. However, as Figure 13 illustrates, more housing units were permitted for lower income households (very low and low) than for moderate income households from 2003 to 2011.

Overall, the region met 75 percent of its RHNA housing goal of 107,301 units during the eight year period (six months beyond the seven and a half years of the RHNA projection period).

Figure 13
Total Housing Units Permitted by Income Category, 2005 to 2013



Source: Data compiled from building permits issued by the local jurisdictions in the San Diego region based on Annual Housing Element Progress Reports submitted to the California Department of Housing and Community Development and information provided to SANDAG by individual jurisdictions.

Fifth Housing Element Cycle (January 1, 2013 to December 31, 2020)

A total of 9,810 building permits for new housing units were issued in the region between January 1, 2012, to December 31, 2013 (four years out of the 11-year RHNA projection period for the fifth housing element cycle), including 1,950 very low income, 2,151 low income, 950 moderate income, and 21,288 above moderate income housing units, as shown in Table 8.

Based on the 2010 to 2020 RHNA Plan adopted by the SANDAG Board of Directors in October 2011, the region has achieved 5 percent of the very low income, 8 percent of the low income, 3 percent of the moderate income, and 32 percent of the above moderate income regional housing needs established for the RHNA projection period. Because the data collected through December 31, 2013, reflects the first four years of an 11-year RHNA cycle (36% of the cycle), the percentages of the units produced for very low, low, moderate, and above moderate income households are fairly low. The data show that satisfactory progress is being made in the above moderate income housing category, while nominal progress has been made in meeting the housing needs for very low, low, and moderate income households within the first four years of the 11-year RHNA projection period.

As shown in Figure 13, total building permit issuance for homes affordable to above moderate income households increased from 2012 to 2013, while homes affordable for very low, low, and moderate income households were built at much lower rates. (Note: The data in Tables 7 and 8 overlap by one year – from January 1, 2010, to December 31, 2010).

Table 8
Share of New Housing Units by Income Category, January 1, 2010, through December 31, 2013

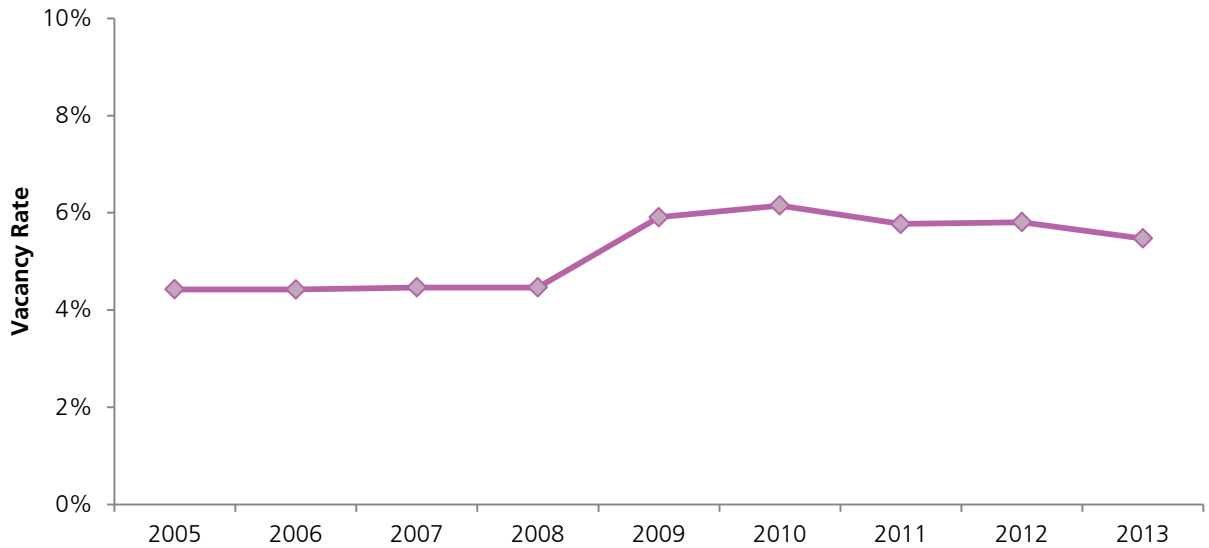
Income Level	Very Low	Low	Moderate	Above Moderate	Total for all Categories
Total Housing Units Permitted	1,950	2,151	950	21,288	26,339
RHNA Goal (5th Cycle)	36,450	27,700	30,610	67,220	161,980
Percent of Goal Produced	5%	8%	3%	32%	16%
Units Left to Permit	34,500	25,549	29,660	45,932	135,641

Source Data compiled from building permits issued by the local jurisdictions in the San Diego region. Permitted units include deed-restricted and non-deed-restricted units as reported by each jurisdiction.

Vacancy Rates

Housing vacancy rates in the region were stable at around 4.4 percent between 2005 and 2008. However, vacancy rates began to climb in 2009 and 2010 (to 5.8% and 6.1%, respectively) and continued to decline slightly to 5.5 percent in 2013, as shown in Figure 14.

Figure 14
Vacancy Rates, 2005 to 2013

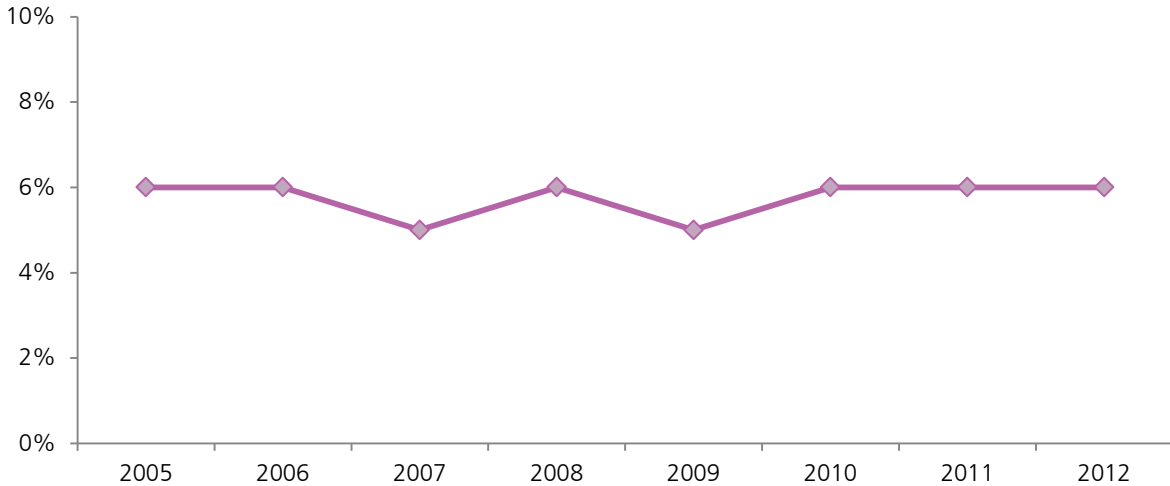


Source: SANDAG Current Estimates Program

Percent of Households Living in Overcrowded Conditions

As shown in Figure 15, the percentage of households living in overcrowded conditions in the region remained relatively stable between 2005 and 2012. The Census definition of overcrowded is more than one person per room, which constituted 6 percent of households in the San Diego region for 2012.

Figure 15
Overcrowding in the Region, 2005 to 2012



Source: *American Community Survey, 1-Year Estimates., United States Census Bureau*

Number of Households on the Waiting List for Section 8 Vouchers

Only six jurisdictions in the San Diego region issue Section 8 vouchers: Carlsbad, Encinitas, National City, Oceanside, the City of San Diego, and the County of San Diego. At the end of 2013, collectively the region had approximately 133,500 households on Section 8 waiting lists. In 2011, the combined waiting lists totaled about 92,600, while in 2007 and 2008 the waiting lists included 65,600 and 49,700 households respectively. (The shorter waiting list in 2008 was likely the result of the periodic purging of the lists undertaken by the Section 8 jurisdictions.) The increase in the number of people on the waiting lists in 2013 reflects the need for more affordable housing in the region, and is partially due to the economic recession and sequestration (no additional Section 8 vouchers). Also, some households may sign up for multiple waiting lists causing some duplication.

Conclusion

Housing affordability continues to be a significant issue in the San Diego region. While the proportion of affordable homes sold (based on the regional median income) rose during the recession, the most recent data indicate that this trend is reversing as the price of homes rises. The percent of households paying 35 percent or more for housing remains relatively unchanged. As in the past, fair market rent requires three times the minimum wage. Although building permits for above moderate income (market rate) homes exceeded the RHNA goals in the fourth housing element cycle, the region's ability to produce housing for very low, low, and moderate income households is and will likely continue to be challenging. With the expenditure of state housing bond money (Propositions 46 and 1C) virtually complete, and the generally accepted need for financial subsidies and/or regulatory measures to construct very low and low income units, the region will need to consider new ways to provide housing for families and individuals whose incomes fall into these categories, as well as those within the moderate income category.

To ensure a healthy environment, the region must protect its key open spaces and sensitive habitat areas, ensure that the air and water are clean, and restore the eroding beaches. Viable natural habitats, water quality, a well-managed shoreline, and air quality are critical components to the health and well-being of residents as well as to the overall economic prosperity of the region.

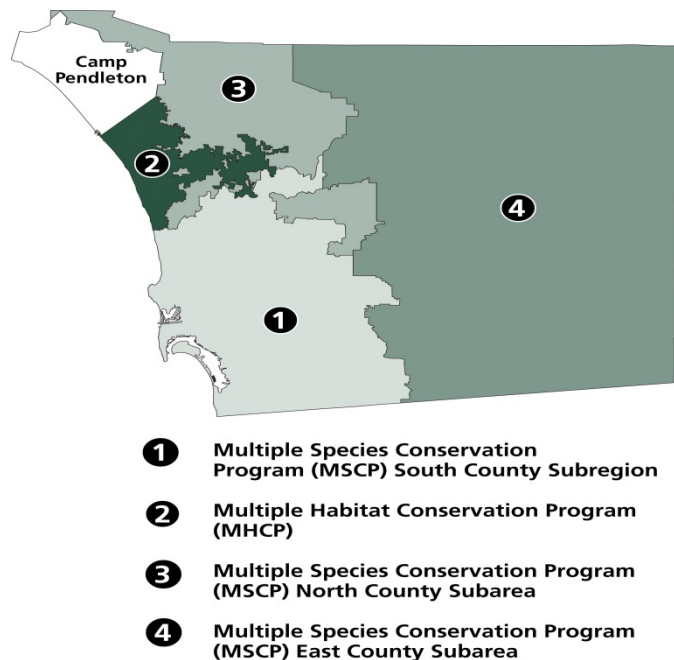
Habitat Conserved Within Designated Preserve Areas

The region is engaging in the development and implementation of the following four subregional habitat conservation plans:

1. Multiple Species Conservation Program Plan (MSCP) South, finalized in 1998
2. Multiple Habitat Conservation Program (MHCP), finalized in 2003
3. MSCP North, sent for public review in 2009 with comments received through this review used to revise the Plan for future consideration by the County Board of Supervisors
4. East County Plan, delayed until further notice as a result of budget and staffing constraints

Map 2, provided below, shows the location and boundaries of these plans.

Map 2
Habitat Conservation Planning Areas



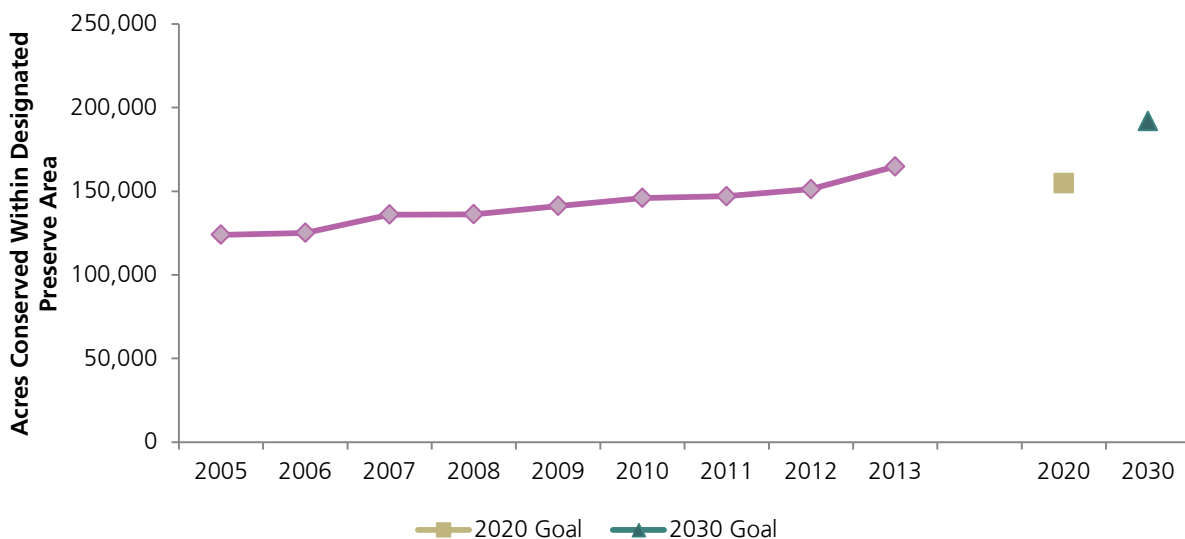
Six jurisdictions, including a portion of the unincorporated area of the County, have approved habitat conservation plans and signed implementing agreements (covering 20% of the region). Seven jurisdictions are working on approval of their implementing agreements (covering 73% of

the region), and seven jurisdictions are not pursuing implementing agreements due to limited habitat in their jurisdictions (covering 1% of the region). The remaining area (covering 6% of the region) consists of military lands which have their own integrated natural resource management plans.

As part of SANDAG participation in regional habitat conservation planning, a conserved lands database was developed in 2010 to track the conservation and management of land in San Diego County. In 2014, the database underwent a quality assurance and quality control process. It is available to the public at <http://gis.sandag.org/ConservedLand/>. The database will be maintained and serve as the basis for Regional Comprehensive Plan (RCP) monitoring for regional habitat conservation, as well as provide information to the public on the tracking of these regional planning efforts. Of the total land in jurisdictions that have approved conservation plans and signed implementing agreements, 81 percent of land has been conserved within the habitat preserve system, as shown in Figure 16. This includes lands preserved to date within the MSCP South and the MHCP.

Additional acreage has been obligated by the City and County of San Diego under approved discretionary development entitlements or conservation banks, but has not yet been conserved through formal legal mechanisms (e.g., easement, dedication in fee title to jurisdictions). This acreage will be added to the conserved lands database when they are legally conserved.

Figure 16
MSCP South County and MHCP Land Conservation by Year, 2005 to 2013, with 2020 and 2030 Targets



Source: SANDAG Conserved Land Database, 2013

The SANDAG Environmental Mitigation Program (EMP), funded through *TransNet*, aims to protect, preserve and restore native habitats as offsets to disturbance caused by construction of regional and local transportation projects. Since 2008, SANDAG acquired 25 habitat conservation properties totaling 3,334 acres of open space under the EMP, with much of the acquired land previously slated

for development. These projects include Tabata (23.7 acres acquired in 2010), Zamudio (32.5 acres acquired in 2010), Mendocino (19.7 acres acquired in 2010), Vessels (162 acres acquired in 2010), Jeffries Ranch (80.3 acres acquired in 2011), Rincon (37.3 acres acquired in 2011), Deer Canyon (31.4 acres acquired in 2011), Rancho Lilac (902 acres acquired in 2011), and Hidden Valley (953 acres acquired in 2012). The status of acquisition under the EMP can be viewed at <http://keepsandiegomoving.com/EMP/EMP-intro.aspx>.

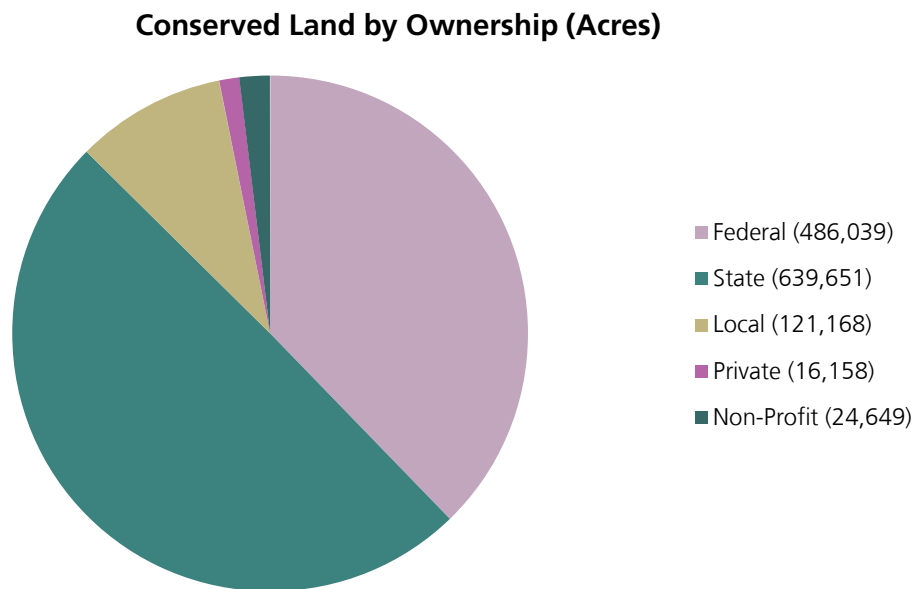
One successful project in the *TransNet* EMP is the Hidden Valley property in Jamul, which connects the San Diego National Wildlife Refuge to the State of California's Rancho Jamul Ecological Reserve. This key acquisition was jointly procured by the United States Department of Interior and SANDAG with the assistance of the Nature Conservancy. SANDAG acquired 953 acres on the site with an additional 952 acres funded by the United States Border Patrol (negotiated through the Nature Conservancy) for a total of 1,905 acres. The land that will be added to the national refuge system will be managed by the United States Fish and Wildlife Service for endangered and threatened species such as the Quino checkerspot butterfly, the California gnatcatcher, and other rare plant and animal species. This project has been the largest acquisition completed under the *TransNet* EMP and will be used to mitigate transportation-related infrastructure impacts south of State Route 56.

Percent of Preserve Area Actively Maintained

Once conserved, property owners are responsible for the maintenance of the area to retain its habitat conservation values. Based upon the estimates of land conserved in the region described in the previous section, over 1.28 million acres in the region are managed as open space with dedicated land managers (Figure 17). This area includes land in the North and East County MSCP that are federal, state, and locally owned and conserved for open space and habitat (e.g., State Parks, United States Forest Service Lands, Bureau of Land Management areas).

Homeowner Association lands are often set aside when individual projects are approved. In the past monitoring report, those lands were considered preserved, but it is unknown if the land has some restrictive covenant to preserve the land in perpetuity. The SANDAG definition of conserved land now requires a clear record of that restriction and therefore many of these private lands are no longer considered 'conserved lands' per the new definition.

Figure 17
Land Management by Source, 2013



Source: SANDAG Conserved Land Database 2013

Implementation of RCP Strategic Initiatives

A number of strategic initiatives relating to regional habitat management were identified in Chapter 9 of the RCP. The following provides information on the progress to date.

► *Develop regional habitat funding program*

The SANDAG Board of Directors established the Quality of Life Ad Hoc Steering Committee in June 2008 to provide policy direction and guide collaborative efforts with regional stakeholders on possible approaches to a regional Quality of Life Funding Strategy. A regional funding program for habitat conservation is one of the funding elements being discussed.

- ▶ *Develop and implement regional habitat management and monitoring plan*

The SANDAG Board of Directors approved funding for the coordination of regional management and monitoring efforts. A group of contractors was hired to assist the local jurisdictions, land managers, and wildlife agencies with the development of standardized habitat management and monitoring plans that are efficient and cost-effective.

- ▶ *Coordinate regional habitat monitoring databases*

Currently there are four regional databases for management and monitoring efforts located at the federal, state, and local levels. The focus of the regional management and monitoring team for FY 2012 was to assist the database managers to make these independent databases able to share data and collaborate in future data gathering efforts. This centralized database is now available to the public at http://www.sdmmp.com/reports_and_products/databases.aspx. Future work will include upgrades for a more user friendly public interface.

- ▶ *Prepare guidelines for protecting natural habitats in urbanized areas, and for use of native vegetation in urban landscapes*

The various jurisdictions are working on implementing or adopting habitat conservation plans for the natural habitats in urbanized and un-urbanized areas. The various subregional habitat conservation plans illustrated in Map 2 provide the umbrella guidelines for conservation. Included in these jurisdictional plans are provisions for use of native and prohibition of invasive species in urban areas adjacent to open space areas. SANDAG is working with San Diego State University to develop standard guidelines for all land managers to follow in the creation of their natural resource management plans.

- ▶ *Coordinate the planning of future transportation and wildlife corridors*

Caltrans has been partnering with SANDAG, United States Fish and Wildlife Service and the California Department of Fish and Game on the development of wildlife movement structures under new transportation infrastructure projects, such as State Route 76. In addition, SANDAG is engaged in a multi-stakeholder effort to identify critical linkages for the connectivity of wildlife linkages and to initiate regional monitoring of these areas.

Number of Beach-Mile Day Closures

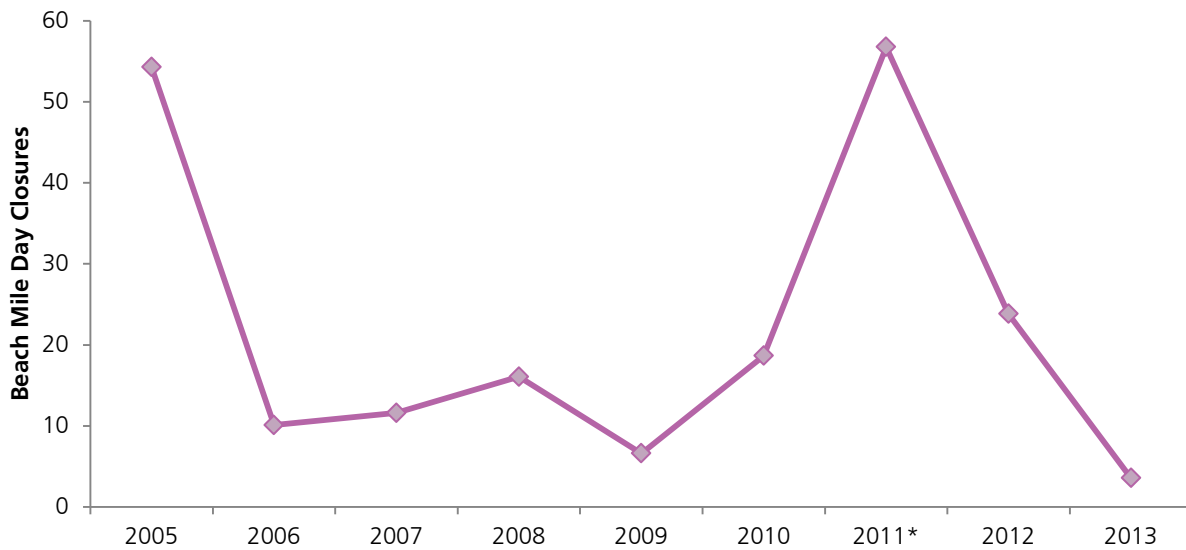
Beach-Mile Days (BMDs) is a standardized measure indicating the scale of a beach closure. It is the product of the number of days a beach was closed and the length of impacted coastline (in miles). For example, if a particular beach was closed for three days and for a distance of 150 yards, the number of BMDs for this incident would be 0.26 (150 yards/1 mile X 3 days). BMD is a useful measure for annual comparisons of beach health. The Beach closures shown in Figure 18 are caused by water contamination by pathogens. Pathogens can potentially endanger beachgoers when they are exposed to the contaminated water through skin contact (swimming or surfing) or ingestion. Runoff during storms can contribute to contamination; thus, years with a lot of rain may have a higher BMD.

Beginning with this 2012 to 2013 Monitoring Report, closure BMDs do not include closures in the region's south county beaches due to sewage-contaminated runoff from the Tijuana River. When

closure events related to the Tijuana River are excluded, the trend of closure BMDs due to sanitary sewer overflow in the rest of the region is more accurately reflected. The previous source for BMD data, San Diego County Annual Beach Closure and Advisory Report, is no longer available as of 2008. Instead, the Beach and Bay Water Quality Monitoring Program Brochure provides an overview of the program and beach water quality data from 2008 to 2013, including closure BMDs.

As shown in Figure 18, BMD closures have fluctuated over the years, with 54.3 in 2005 and 3.57 in 2013. The lower level of closures in recent years may be partially attributed to better maintenance of sewer lines and better containment of spills by municipal water agencies.

Figure 18
Closure Beach Mile Days, 2005 to 2013



**Increase associated with a regionwide power outage when pumps could not move storm water and waste water through the treatment process.*

Source: San Diego County Department of Environmental Health, Land and Water Quality Division

Beach Widths

The San Diego shoreline consists of narrow beaches backed by steep cliffs and dense urban development. As a result of development, there have been deficits in the sand supply flowing to the region's beaches while there has been increasing demand for beach recreation.

In 2001, SANDAG implemented the first-of-its-kind regional sand restoration project in the western United States. The 2001 Regional Beach Sand Project (RBSP) placed a total of 2.1 million cubic yards of clean, beach-quality sand on 12 sites from Oceanside to Imperial Beach. In the initial year following the 2001 RBSP, beach widths increased in all three Littoral Cells in the region Oceanside, Mission Beach, and Silver Strand. As expected, these gains were followed by gradual shoreline retreat and shorezone volume losses through 2006, with an unusual increase in 2007 due to mild wave conditions, which was then followed by continued losses.

Between 2009 and 2010, shoreline retreat and shorezone volume losses occurred at most of the beaches in the Oceanside and Silver Strand Littoral Cells. These losses likely are due to the relatively severe wave conditions that prevailed during the 2009 to 2010 winter season. However, substantial shoreline advance and shorezone volume gains predominated in the Mission Beach Littoral Cell. These gains appear to be attributable to the 450,000 cubic yards of nourishment material placed at Mission Beach by the United States Army Corps of Engineers. These changes produced beach widths that exceeded the 2010 target widths by a large margin in the Mission Beach Littoral Cell. In contrast, beach widths at the Oceanside Littoral Cell sites remained below their 2010 target widths (Table 9).

Building upon the success of the RBSP in 2001, SANDAG completed a second RBSP during the fall of 2012. By the start of the 2012 RBSP, the Oceanside and Silver Strand Littoral Cells were below the pre-2001 RBSP beach widths. Initial monitoring results show that as with the 2001 RBSP, there have been initial beach width gains at the receiver sites where sand was placed, followed by losses. However, net benefits resulting from the 2012 RBSP thus far include beach width gains at adjacent beaches and a surplus of sand within the region's overall system. Through the 2012 RBSP, SANDAG has continued the process of restoring the region's eroded beaches by implementing measures to protect and enhance the quality of our coastline.

Table 9
Beach Widths and Targets of Shoreline Segments (in feet), 2005 to 2013

Fall Averages		2005	2006	2007	2008	2009	2010	2011	2012	2013	2010 Target
Silver Strand Littoral Cell	Imperial Beach	114.5	168.5	151.0	152.5	162.5	117.5	100.0	229.0	174.0	238.0
	Silver Strand State Beach	438.5	486.0	453.5	458.5	462.0	427.0	425.0	429.0	431.0	210.0
	Coronado	737.0	790.0	784.0	767.0	766.0	736.0	692.0	736.0	756.0	232.0
Mission Beach Littoral Cell	Ocean Beach	225.0	273.0	248.0	242.0	266.0	227.0	236.0	237.0	213.0	220.0
	Pacific/Mission Beaches	240.8	255.0	226.5	244.5	244.5	294.3	254.5	230.0	229.5	200.0
Oceanside Littoral Cell	La Jolla	193.3	202.0	169.8	197.5	188.5	193.3	179.0	168.8	186.5	n/a
	San Diego	160.5	185.0	144.0	165.5	163.5	125.0	143.0	109.0	147.5	228.0
	Del Mar	119.0	158.0	106.0	125.5	118.5	102.5	135.0	102.5	118.5	232.0
	Solana Beach	130.0	157.0	116.0	155.0	157.0	163.0	136.0	212.0	196.0	232.0
	Encinitas	158.4	181.8	156.8	176.0	180.3	165.1	174.3	180.7	196.1	240.0
	Carlsbad	113.6	131.2	117.0	131.6	129.0	118.7	115.8	134.1	140.1	216.0
	Oceanside	226.0	251.0	204.0	194.5	209.8	188.3	190.5	242.8	221.3	232.0

Notes: (a) Based on average fall beach widths, derived from 44 transects established in 2000, allowing for comparisons over time. This method was not utilized previously. Therefore, the information presented in prior reports do not match this table; (c) SANDAG implemented Regional Beach Sand Projects in 2001, which nourished 12 of the region's beaches, and again in 2012, which nourished 8 of the region's beaches.

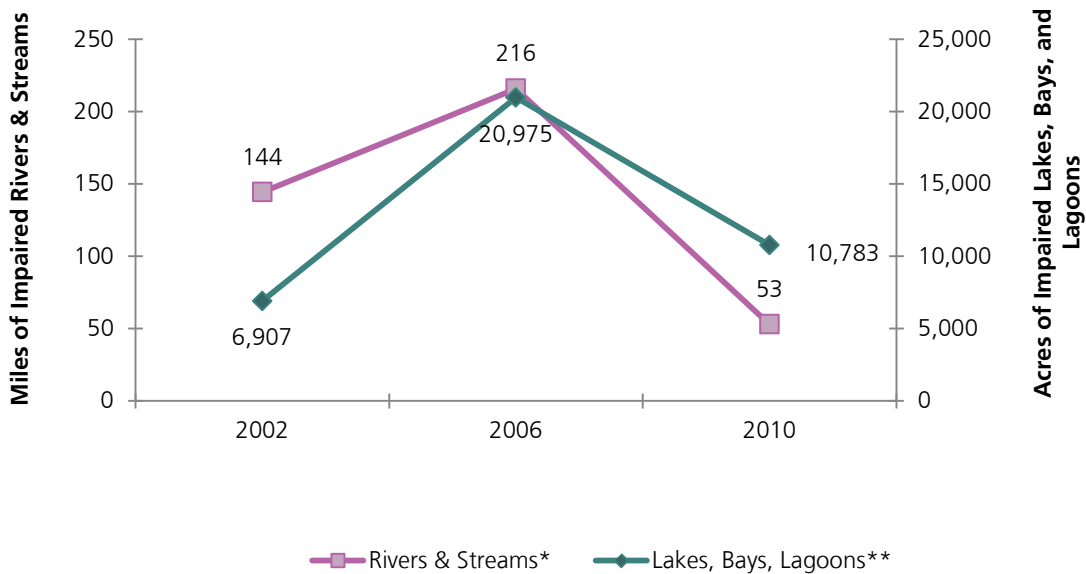
Source: SANDAG Regional Beach Monitoring Program, Annual Report 2013

Impaired Waterbodies

Data for this indicator are published every four years by the San Diego Regional Water Quality Control Board. Therefore, the analysis remains unchanged since the last report, as presented below.

Between 2006 and 2010, impaired waterbodies in the region decreased. Impaired waterbodies are those that do not meet Clean Water Act standards. The region as a whole greatly enhanced its monitoring efforts between 2002 and 2006; as such, a greater percentage of waterbodies were found to be impaired in 2006 than in 2002 (Figure 19). Thus, the extent to which the region's impaired waterbodies has increased between 2002 and 2006 cannot be conclusively determined. Similarly, between 2006 and 2010 more information was available from the Water Board and outside agencies that makes comparisons among the years difficult due to changing data collection methodologies. Overall, the new policies in place for the listing and de-listing of impaired water bodies reflects an increase in the amount and better organized water quality data available for consideration.

Figure 19
Impaired Waterbodies, 2002, 2006, and 2010



*Miles of rivers, streams, creeks, and other waterways that are considered impaired based on federal 303(d) criteria

**Acres of lakes, bays, lagoons, and other bodies of water that are considered impaired based on federal 303(d) criteria

Source: San Diego Regional Water Quality Control Board

Air Quality

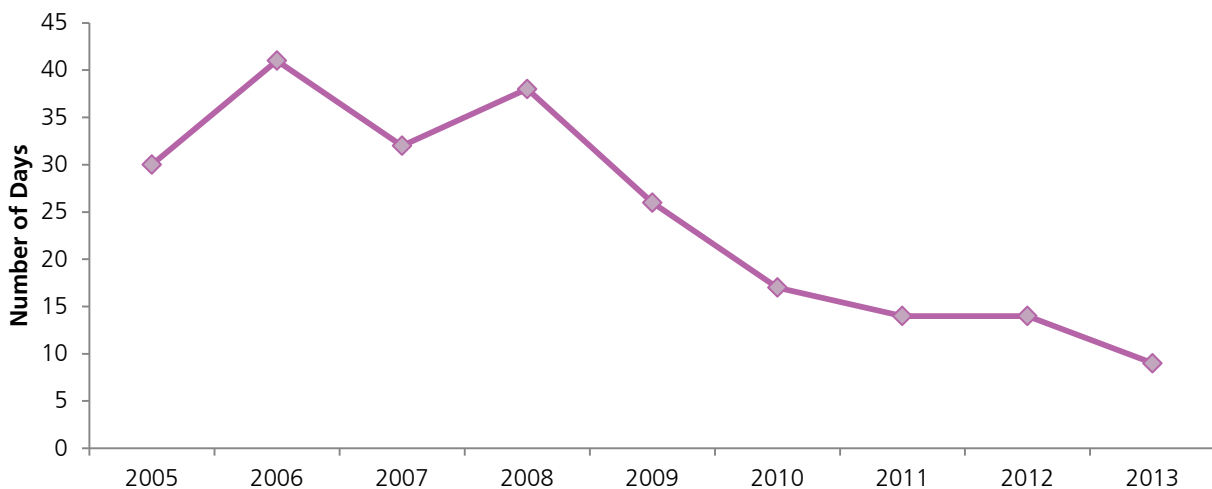
The Air Quality Index (AQI) data suggest that air quality continues to improve in the San Diego region. As shown in Figure 20, air quality appeared to have been at its cleanest in 2013. The increases in the AQI index in 2006 and 2008 were likely due to a number of days during which the region experienced record-high temperatures.

The AQI can be used to report daily air quality. It tells us how clean or polluted the air is and what associated health effects might be of concern. The United States Environmental Protection Agency (EPA) calculates the AQI for five major pollutants regulated by the Clean Air Act: ground-level ozone, particle pollution (also known as particulate matter), carbon monoxide, sulfur dioxide, and nitrogen dioxide. For each of these pollutants, the EPA has established national air quality standards to protect public health. In the San Diego region, ground-level ozone and particulate matter pollutant levels are responsible for the majority of days during which the region experiences an AQI over 100.

An AQI value of 100 generally corresponds to the national air quality standard for the pollutant, which is the level the EPA has set to protect public health. AQI values below 100 are generally thought of as satisfactory. When AQI values are above 100, air quality is considered to be unhealthy – first for certain sensitive groups of people, then for everyone as AQI values rise. Sensitive groups are defined as those “at greater risk than the general population from the toxic effects of a specific air pollutant,” such as older adults, children, or those with heart or lung disease.

The AQI data presented in this report reflect EPA revised standards for PM_{2.5} (fine particles). The EPA enacted stricter standards for PM_{2.5} in 2006 and ozone in 2008. The data shown report on performance relative to the revised standard from 2005 to 2013. It also should be noted that the data exclude days during the 2007 wildfire when PM_{2.5} and carbon monoxide exceeded their respective standards.

Figure 20
Number of Days AQI More Than 100, 2005 to 2013



Source: San Diego Air Pollution Control District

Conclusion

The region continues to make progress on habitat conservation, and further progress is anticipated as the North County MSCPs is refined based on public input. With respect to beach mile closure days, sewer line maintenance and containment of spills have contributed a lower level in recent years. While beach widths do not meet or exceed 2010 targets for every beach, there is a surplus of sand within the overall system, in part due to the SANDAG Regional Beach Sand Project. For air quality, 2013 had the fewest number of unhealthy days since 2005. SANDAG continues to evaluate strategies to fund improvements to water quality, habitat preservation, and beach nourishment.



Economic Prosperity

Economic prosperity is an important area of focus for tracking the region's performance. A well-educated workforce, growth in regional industry clusters, and high-wage along with balanced-wage jobs are all important indicators to measure the progress of the region's economy. Additionally, focusing resources on human and physical infrastructure, job growth, and a rising standard of living are important factors that work symbiotically to improve San Diego's quality of life.

Economic Prosperity Factors that Improve the Region's Quality of Life



Economic prosperity indicators were developed for the Regional Comprehensive Plan (RCP) Annual Performance Monitoring Report to track past performance and to anticipate future areas of strategic initiatives. These indicators include the following:

- Labor Force Education Attainment
- Employment Growth in High Wage Industry Clusters
- Regional Unemployment Rate Compared to California and the United States
- Real per Capita Income Compared to California and the United States
- Regional Poverty Rate Compared to California and the United States

As a component of the RCP, the Regional Economic Prosperity Strategy (REPS) was originally developed in 1998 in response to the economic restructuring and recession of the early 1990s. The REPS was updated in 2008 and identifies demographic and economic challenges facing the San Diego region, and promotes a strategy to meet these challenges and improve the competitiveness of our local economy. The outcome of the REPS identified strategic goals and recommended actions for infrastructure investment and public policy support in order to strengthen the region's economic foundation.

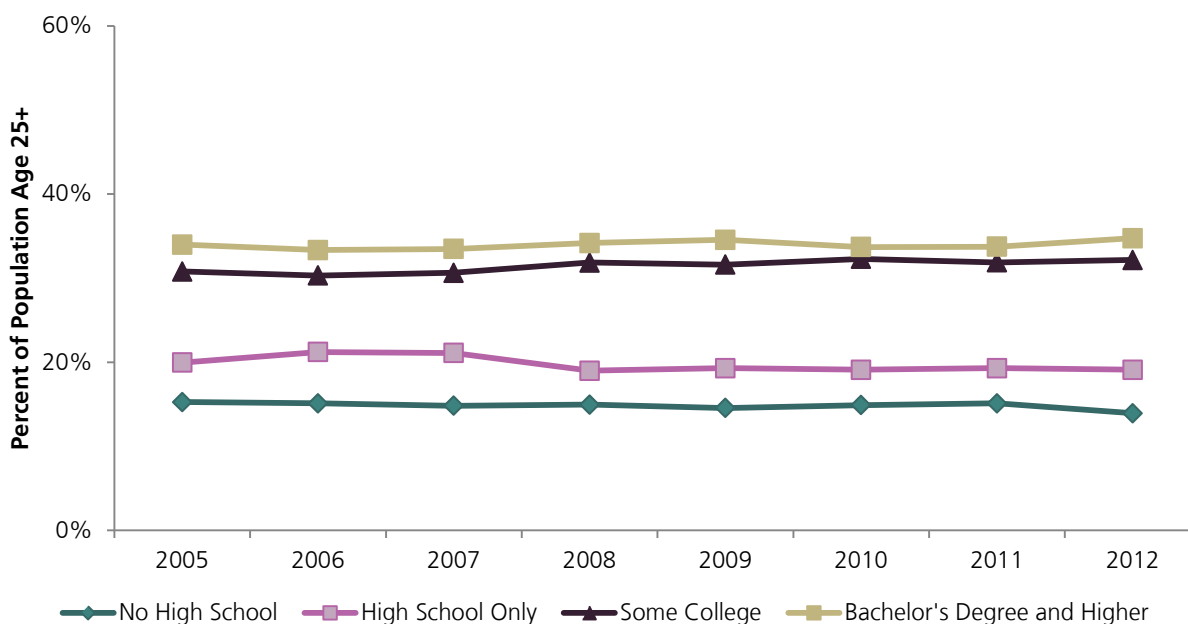
Another important component of the RCP includes measuring employment growth in the region's traded industry clusters. The clusters were introduced locally in 1994 as a tool to aid in the economic

recovery by identifying several employment clusters that would serve as the foundation for regional recovery and growth. Since 1998, SANDAG has completed four cluster reports.

Labor Force Educational Attainment

Labor force educational attainment is an important measure of the region’s educational progress and standard of living. Overall, the San Diego region has a well-educated labor force. As shown in Figure 21, 34 percent of the labor force reported having a bachelor’s degree or higher in 2012 with 32 percent having some college education, 19 percent having only a high school degree, and 14 percent with no high school education. Overall, educational attainment generally remained stable since 2005.

Figure 21
Labor Force Educational Attainment, 2005 to 2012



Source: American Community Survey, 1-Year. United States Census Bureau

Employment Growth in High-Wage Traded Industry Clusters

Economic industry clusters are groups of interrelated, export-oriented industries that are responsible for driving the economic growth and prosperity of the regional economy. Industries within a cluster have business transactions with one another and function interdependently. Cluster companies often participate in local industry associations and collaborate with universities and community colleges, which foster collaboration and the exchange of knowledge. Companies within a cluster also compete with each other for market share, which drives innovation and productivity. Companies within clusters tend to be among the region’s leaders in research and development funding, patent awards, and other key indicators of innovation. Many of the clusters also pay high wages, although some do not. All clusters are economic drivers for the region because they are export-oriented and bring in funding and spending from outside the region.

Measuring employment growth in traded industry clusters is an important indicator of economic prosperity because it shows how the region's economy grows, changes, and adapts over time. Clusters help drive economic growth because they bring new money into the region by selling their products and services nationally and internationally.

According to the report *Traded Industry Clusters in the San Diego Region, 2012*, the following thirteen clusters drive the regional economy:

- Action Sports Manufacturing
- Advanced Precision Manufacturing
- Aerospace, Navigation, and Maritime Technology
- Apparel Manufacturing
- Biomedical Devices and Products
- Biotechnology and Pharmaceuticals
- Cleantech
- Entertainment and Hospitality
- Fruits and Vegetables
- Horticulture
- Information and Communication Technology
- Publishing and Marketing
- Specialty Foods and Microbreweries

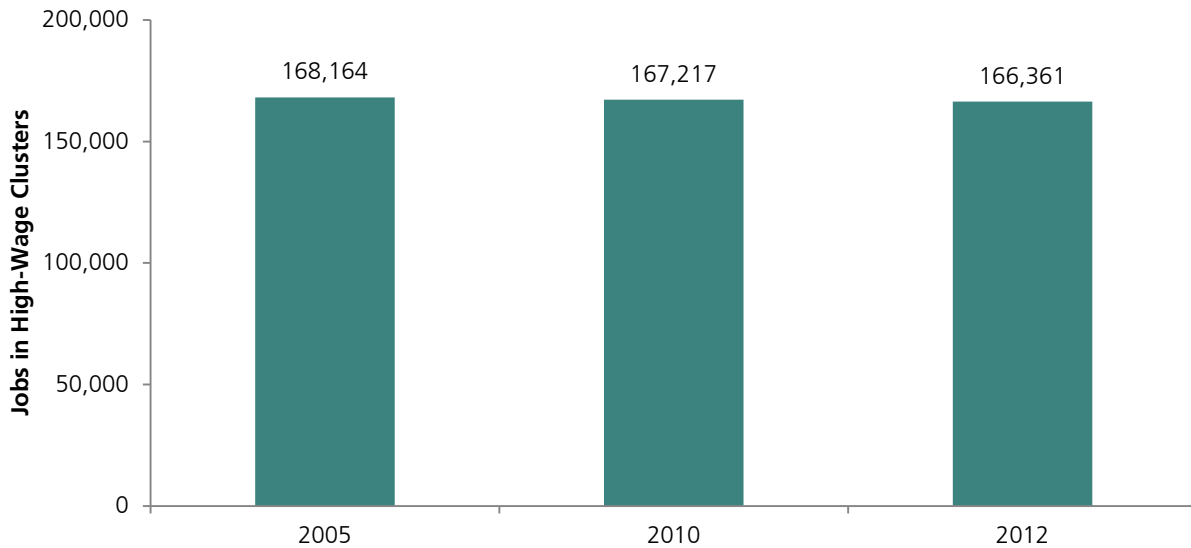
Out of these thirteen traded industry clusters, eight clusters were considered "high wage traded industry clusters" and showed wages that are greater than the region's annual average wage across all industries.

These eight high wage clusters in the San Diego region include:

- Action Sports Manufacturing
- Advanced Precision Manufacturing
- Aerospace, Navigation, and Maritime Technology
- Biomedical Devices and Products
- Biotechnology and Pharmaceuticals
- Cleantech
- Information and Communications Technology
- Publishing and Marketing

As shown in Figure 22, total employment in high-wage economic clusters has remained relatively steady since 2005, with 166,361 jobs in these high-wage traded industry clusters in 2012.

Figure 22
Employment in High-Wage Traded Industry Clusters: 2005, 2010, and 2012



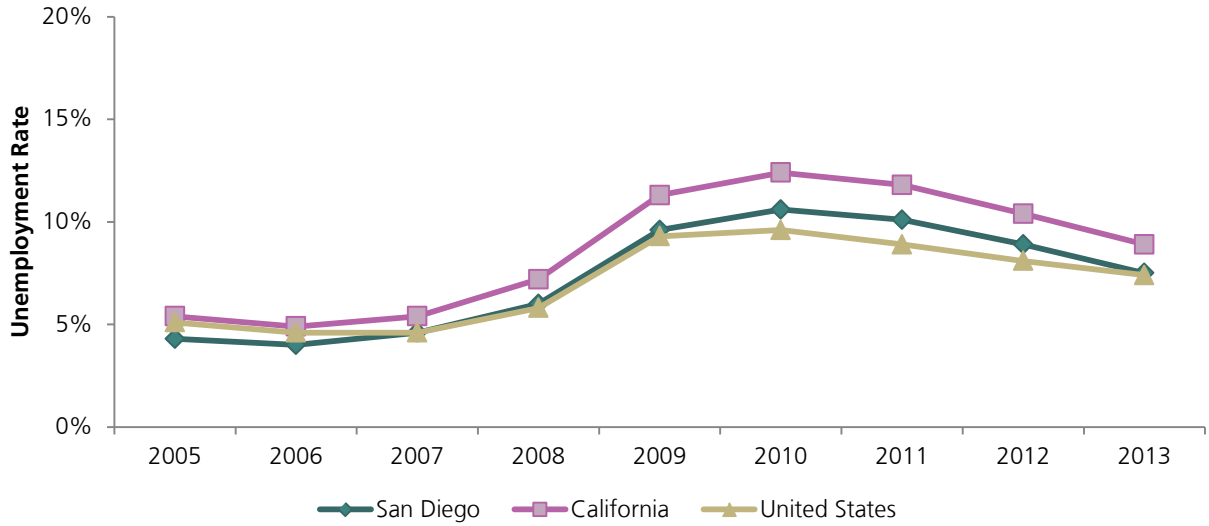
Source: SANDAG Cluster Inventory; *Traded Industry Clusters in the San Diego Region, 2012*

Employment growth in high wage clusters has a dual benefit to the region such as economic growth that brings in new money into the region and growth of jobs for local residents. These characteristics fit in with the RCP's goals of improving local business environment and providing a rising standard of living to the region's residents.

Regional Unemployment Rate Compared to California and the United States

As shown in Figure 23, San Diego's unemployment rate was around 4 percent in 2005. As jobs were lost and the economy began to weaken, the unemployment rate for San Diego increased, peaking to 10.6 percent in 2010. Since 2010, unemployment rates in San Diego were steadily declining. These trends were consistent with the state and the nation.

Figure 23
Unemployment in San Diego, California and the United States, 2005 to 2013

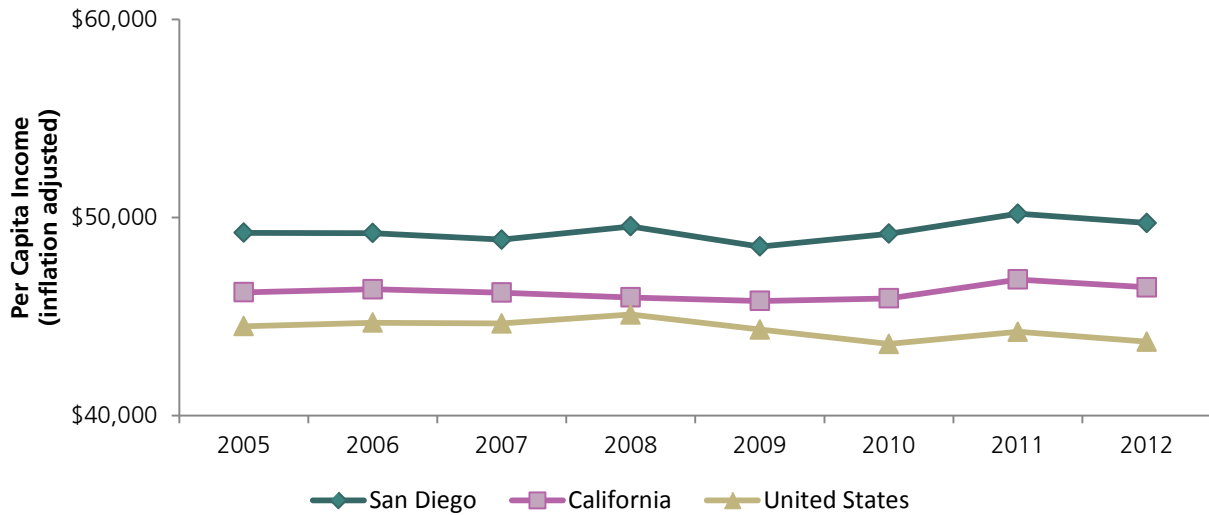


Source: *Unemployment Survey, United State Department of Labor, Bureau of Labor Statistics*

Real Per Capita Income Compared to California and the United States

Real per capita income, or the income per person adjusted for inflation, is one indicator that measures the region's standard of living. As shown in Figure 24, San Diego's real per capita income has been relatively stable over time, showing that San Diego's residents generally aren't more prosperous today than they were in 2005. In 2012, real per capita income was \$49,719 in San Diego, consistently higher than California and the United States.

Figure 24
Real Per Capita Income in San Diego, California and the United States in Inflation-Adjusted 2012 Dollars, 2005 to 2012

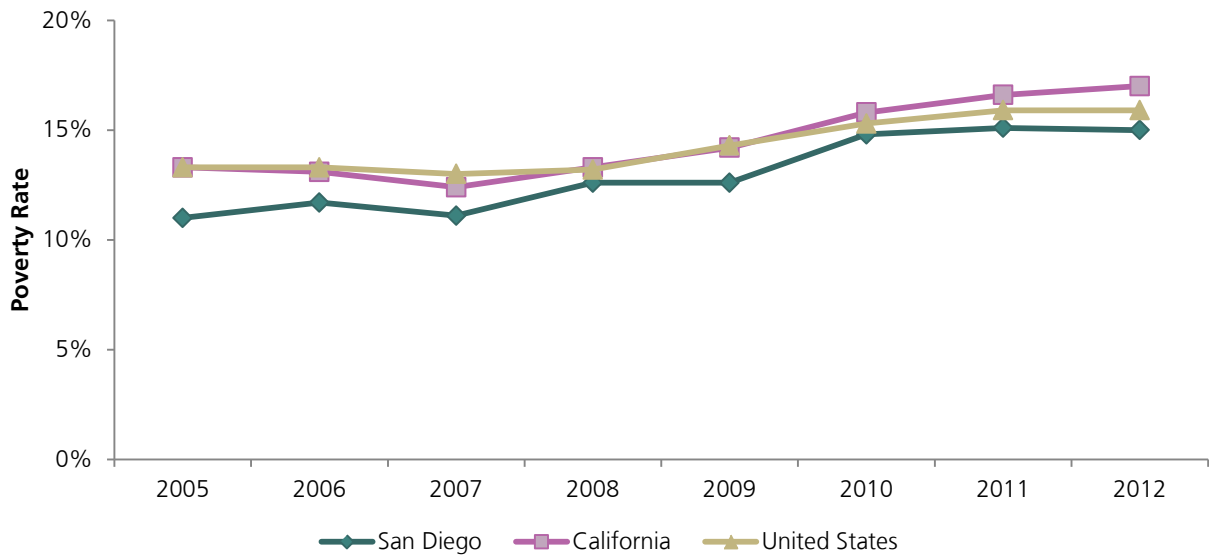


Source: United States Bureau of Economic Analysis

Regional Poverty Rate Compared to California and the United States

The San Diego region's poverty rate has historically been lower than the state and the nation, as shown in Figure 25. However, the region's poverty rate has increased since 2007, with trends similar to the state and the nation. In 2012, San Diego's poverty rate was 15 percent, which is slightly lower than California and the United States. Again, as with other indicators, this increase is partially attributable to the economic recession.

Figure 25
Percent of Residents Living in Poverty in San Diego, California and the United States, 2005 to 2012



Source: American Community Survey, 1-Year. United States Census Bureau

Conclusion

Economic prosperity for the region shows recent positive gains following the economic downturn. The region continues to have a well-educated labor force and unemployment is on the decline. Many of the traded industry clusters in the region provide a variety of balanced and high wage jobs for residents, though the quantity of jobs in these areas has been flat in recent years. The region's standard of living, as measured by real per capita income, has been relatively flat over time. Further, poverty levels are lower locally than for California and the United States as a whole.



Public Facilities

Our region requires reliable supplies of water and energy, opportunities to reuse and recycle materials, and sufficient disposal options for waste. The region also needs to make more efficient use of its resources. With respect to water, the County Water Authority's long-term strategy developed in the 1990s to diversify the region's water supply sources and enhance its supply reliability includes major investments in the region's water delivery and storage system and improved water use efficiency. The Regional Energy Strategy (RES), originally adopted in 1994 and updated in 2003 and 2009. It serves as an energy policy guide to support decision-making by SANDAG and its member agencies. The RES identifies region-specific energy issues such as increasing the diversity of energy supply in the region. The 2012 to 2013 Monitoring Report reflects the indicators and targets included in the updated RES.

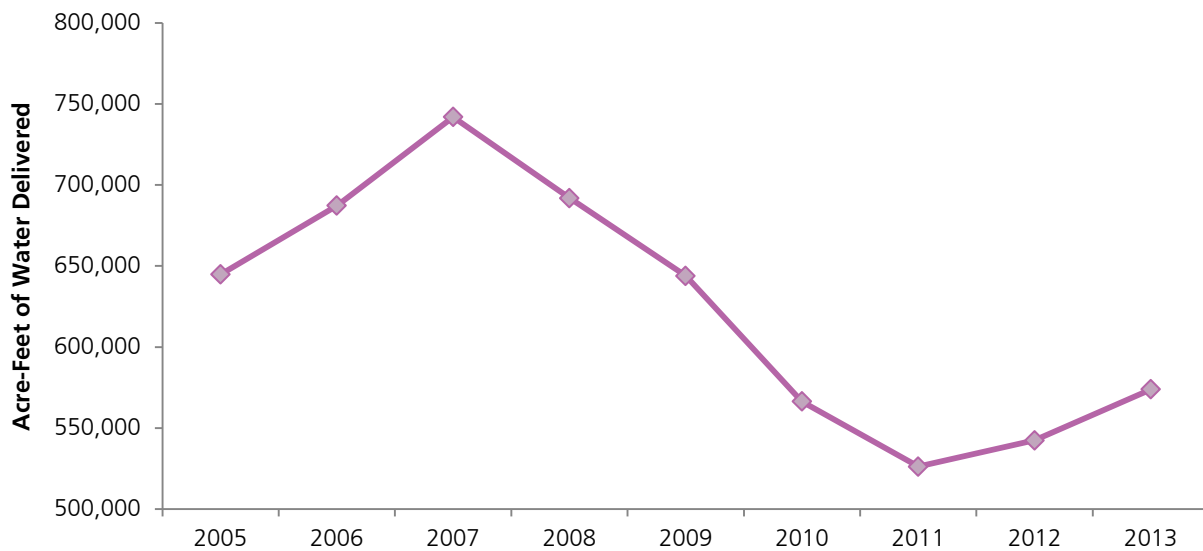
Water Consumption

As shown in Figure 26, water consumption has fluctuated over time. The decline from 2007 to 2011 has reversed with water consumption increasing in 2012 and 2013. According to Water Authority, the drop in consumption between 2007 and 2011 was related to the following:

- Water-use restrictions and ramped up public outreach campaigns
- Supply cutbacks imposed by the Metropolitan Water District (MWD) due to drought conditions
- Lingering adverse economic impacts associated the recession
- Above average rainfall in 2011 (almost 13 inches from October through September at the Lindberg Field Station compared to about 10 inches historically)

The reversal of this downward trend in 2012 and 2013 is partially due to MWD lifting previous supply restrictions in April 2011, below average rainfall (7.9 inches in 2012 and 6.6 inches in 2013), and improving economic conditions.

Figure 26
Water Consumption, 2005 to 2013

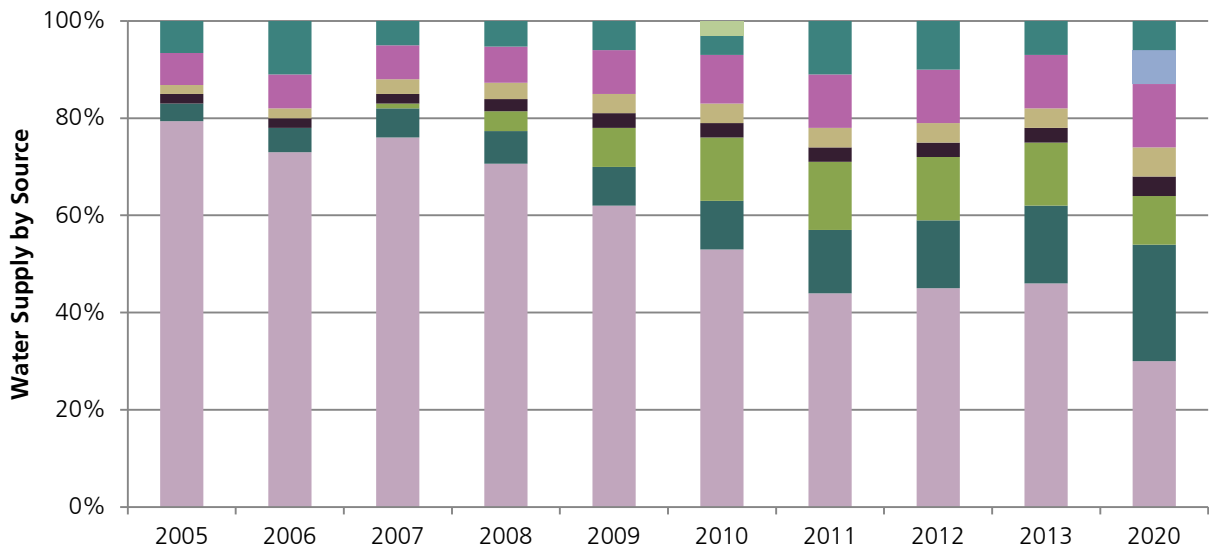


Source: San Diego County Water Authority Annual Reports

Diversity of Water Supply

Associated with the Water Authority's long-term strategy, the region's water supply became more diverse between 2005 through 2011, with reliance on MWD water supplies decreasing from 79 percent in 2005 to 44 percent in 2011 (Figure 27). These levels have remained stable since that time, with MWD representing 46 percent in 2013. However, the Water Authority is on track to meet its water diversification strategy target by 2020, including the ramped up transfer of water supplies from the Imperial Irrigation District and approval of a 30-year contract signed by the Water Authority in November 2012 to purchase desalinated seawater from a plant that is currently under construction in Carlsbad.

Figure 27
Water Supply Diversification by Source, 2005 to 2013 with 2020 Target



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2020
MWD	79%	73%	76%	71%	62%	53%	44%	45%	46%	30%
Imperial Irrigation District	4%	5%	6%	7%	8%	10%	13%	14%	16%	24%
Transfer										
Canal Lining Transfer	0%	0%	1%	4%	8%	13%	14%	13%	13%	10%
Groundwater	2%	2%	2%	2%	3%	3%	3%	3%	3%	4%
Recycling	2%	2%	3%	3%	4%	4%	4%	4%	4%	6%
Conservation	7%	7%	7%	7%	9%	10%	11%	11%	11%	13%
Sea Water	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%
Surface Water	7%	11%	5%	5%	6%	4%	11%	10%	7%	6%
Dry-Year Transfer	0%	0%	0%	0%	0%	3%	0%	0%	0%	n/a

Note: Percentages may not total 100 due to rounding.

Source: San Diego County Water Authority Annual Reports (fiscal year water supply by source)

Recycled Water Use

As indicated in previous reports, the amount of recycled water use has increased over time as the region continues to invest in infrastructure and consumer awareness, as shown in Figure 28. Recycled water use has steadily increased from 2005 through 2009, with decreases in 2010 and 2011, followed by a rise through 2013. The slight declines in 2010 and 2011 may be due to the decrease in water consumption overall, see the Water Consumption previously shown in Figure 26. The goal for the region is to grow recycled water supplies to 44,000 acre-feet annually by 2020.

Several Water Authority member agencies have collaborated to obtain state and federal funding for the North San Diego County Regional Recycled Water Project, which will add approximately 30 million gallons per day of recycled water to the regional water supply portfolio. In addition to more recycled water production in the near future, there is increasing support by the public for water purification and recycling. Member agencies also have been providing recycled water retrofit assistance to existing customers in order to expedite hook-ups to their recycled water systems.

Figure 28
Amount of Recycled Water Used, 2005 to 2013

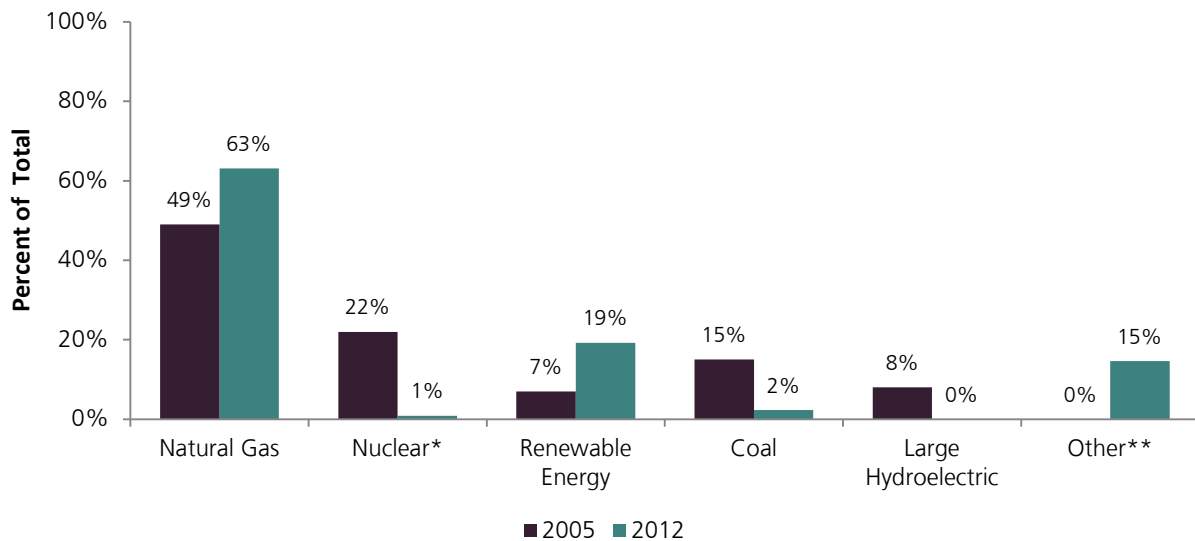


Source: San Diego County Water Authority Annual Reports

Energy Supply and Use

Energy supply describes the resources that make up the total electricity produced for the San Diego Gas & Electric (SDG&E) service area, of which 91 percent is attributed to San Diego County. The energy supply is a mix of both imported and in-region power. Over 60 percent of the region's overall power comes from natural gas. The region's use of coal continues to decrease, since California no longer permits in-state coal plants and long-term out-of-state contracts continue to expire. Figure 29 shows the breakdown of energy sources used in 2005 and 2012.

Figure 29
Energy Sources, 2005 and 2012



* In January 2012, the San Onofre Nuclear Generation Station was shutdown.

** Other refers to power sold to SDG&E, but the energy source is unknown.

Note: Percentages may not equal 100 due to rounding.

Source: SDG&E Power Content Label.

Share and Types of Energy Produced from Renewable Resources

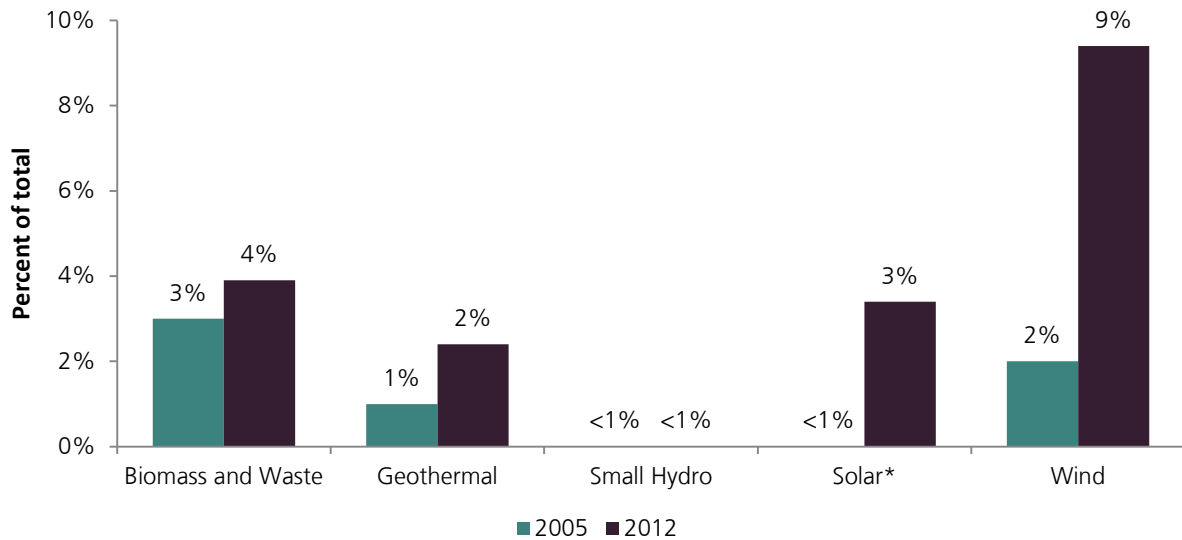
As of 2012, 19 percent of the region's electricity came from renewable resources, while state and regional targets called for 20 percent as shown in Figure 30. However, this proportion is up from seven percent in 2005. In 2009, the SANDAG Board of Directors approved the Regional Energy Strategy (RES), which updated the region's energy goals and targets. One of the RES goals is to support development of renewable energy resources to meet or exceed a 33 percent Renewable Portfolio Standard (RPS) by 2020. Figure 31 compares the different types of renewable energy resources used in the San Diego region 2005 to 2012. While most categories increased, the largest growth occurred for wind, followed by solar.

Figure 30
Share of Energy Produced from Renewable Resources, 2005 to 2012, with 2010, 2020, and 2030 Targets



Source: SDG&E Power Content Label.

Figure 31
Breakdown of Renewable Energy Resources, 2005 and 2012



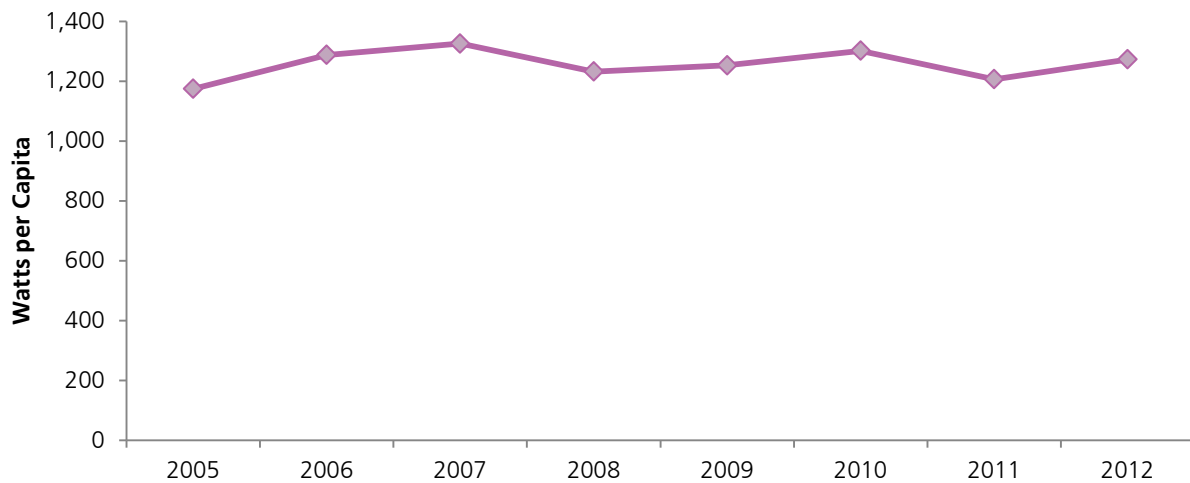
*Under California law, rooftop solar energy systems are not counted toward the RPS requirements. The RES includes a separate clean distributed generation goal that sets targets for rooftop solar and other kinds of onsite energy systems.

Source: SDG&E Power Content Label.

Per Capita Peak Demand for Electricity

The region’s annual per capita electricity peak demand has been relatively steady since 2005, as shown in Figure 32 below. The RES calls for cost effective steps and incentives to utilize demand response and energy efficiency measures to reduce overall peak demand.

Figure 32
Annual Per Capita Electricity Peak Demand, 2005 to 2012

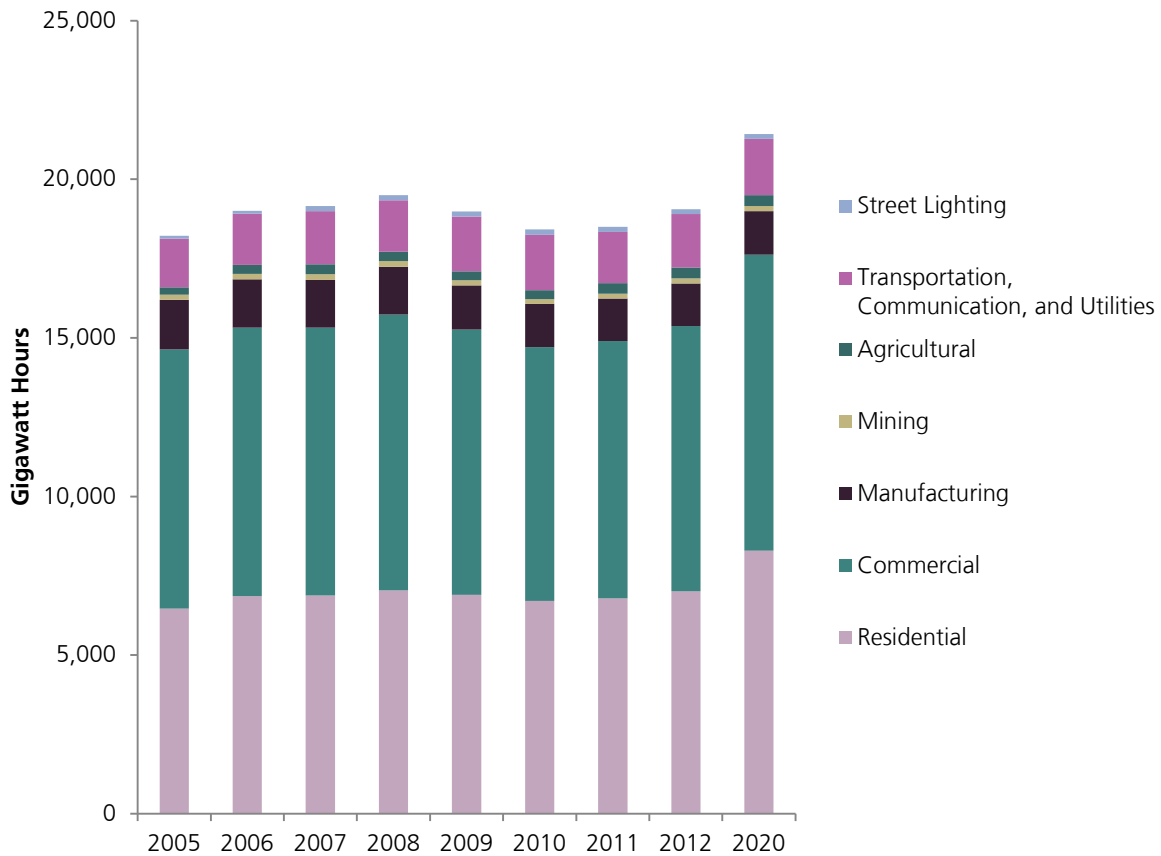


Source: California Energy Commission. California Energy Demand 2014-2024 Baseline Revised Forecast - Mid Demand Case, SDG&E Planning Area, September 2013; State of California, Department of Finance, E-8 Population and Housing Estimates

Electricity Consumption by Sector

Electricity and natural gas consumption by sector were added as performance measures in the 2009 update of the RES. This indicator assists SANDAG in tracking the RES goals of reaching energy efficiency and conservation targets, implementing cost-effective steps to reduce peak demand, and increasing the total amount of renewable and nonrenewable energy resources to diversify electricity supply. Residential and commercial sectors use the most electricity in the region. Figure 33 shows the total annual consumption of electricity by sector for years 2005 to 2012, and projected consumption for 2020; this information is used to track the RES energy efficiency goal to reduce per capita electricity consumption in the residential and commercial sectors by 20 percent by 2030, in order to keep total electricity consumption flat between now and 2030.

Figure 33
Electricity Consumption by Sector, 2005 to 2012 and 2020 Projected



Source: California Energy Commission

Natural Gas Consumption by Sector

Natural gas supplies more than half of the fuel to generate electricity for the San Diego region. Natural gas is the most environmentally benign fossil fuel; it is used for cooking, to heat and cool homes, and for industrial applications. In 2012, the San Diego region consumed approximately 476 million therms of natural gas (this number does not include gas used for electricity production). Similar to electricity consumption, the majority of natural gas consumption is from the residential and commercial sectors as shown in Figure 34. The RES calls for increased use of natural gas for certain transportation applications, decreased use of natural gas for end-uses like water heating, and more efficient use of natural gas in electricity generation.

Figure 34
Natural Gas Consumption by Sector, 2005 to 2012 and 2020 Projected



Source: California Energy Commission

Percent of Solid Waste that is Recycled

The State ceased reporting local jurisdictions' diversion rates in 2007. With the passage of Senate Bill 1016 (Wiggins, 2008), only per capita disposal rates are reported for each jurisdiction. The rates are not reported for the county as a whole. The County of San Diego reports an average of the region's local jurisdictions, including the unincorporated area. This average is then calculated into a diversion rate that is shown in Figure 35. It should be noted that the County "average" is not a true average because each jurisdiction's rate is based on its own population. However, it is the only measure available that gives a sense of the region's rate of recycling.

The percent of solid waste that is recycled in the region increased since 2005, surpassing the state-mandated target, as shown in Figure 35. The target calls for a 50 percent solid waste diversion rate; in 2009 66 percent of solid waste was diverted from landfills.

Figure 35
Percent of Solid Waste Diverted From Landfills, 2005 to 2012



Source: California Integrated Waste Management Board; *San Diego County Department of Public Works*

Landfill Space Available

The County of San Diego is the designated local enforcement agency (LEA) for all solid waste facilities in the region. The City of San Diego is the LEA for facilities within the City of San Diego. The LEAs with concurrence for the Department of Resources Recycling and Recovery (CalRecycle), formerly the California Integrated Waste Management Board (CIWMB), issue operating permits to facilities including landfills, transfer stations, material recovery, and composting facilities.

In general terms, solid waste refers to garbage, refuse, and other discarded solid materials generated by residential, commercial, and industrial activities. CalRecycle identifies 10 categories of wastes: paper, glass, metal, electronics, plastic, other organic, Construction and Demolition (C&D), household hazardous waste, special waste, and mixed residue. Solid waste generation is measured by disposal and diversion. Disposal is defined in PRC Section 40192 as “the final deposition of solid wastes onto land, into the atmosphere, or into the waters of the state.” Solid waste that is disposed in landfills is measured in volume (cubic yards) and weight (tons). Diversion includes programs and practices such as waste prevention and source reduction, recycling, reuse, and composting that reduce the total amount of waste that requires disposal.

The San Diego region is currently served by three privately operated landfills and one operated by the City of San Diego. The four landfills have a total remaining capacity of 82,086,893 cubic yards and have a total daily throughput of 17,680 tons per day. In addition to these four landfills, there are two landfills operated by Marine Corps Base Camp Pendleton for its exclusive use. A limited amount of solid waste generated in the San Diego region is also disposed of outside of the region. The four landfills have an estimated average of 37.1 percent remaining capacity. Table 10 shows the remaining capacity of each landfill located in the San Diego region and their estimated date of closure.

Table 10
Landfills Located in the San Diego Region

Facility	Estimated Closure Date	Throughput (tons/day)	Total Capacity (cubic yards)	Remaining Capacity	% Remaining Capacity	Remaining Capacity Date
Borrego Landfill	10/31/2030	50	844,000	478,836	56.7%	August 31, 2009
Otay Landfill	2/28/2028	5,830	61,154,000	24,514,904	40.1%	March 31, 2012
West Miramar Landfill	8/31/2022	8,000	87,760,000	14,846,602	16.9%	November 30, 2013
Sycamore Landfill	10/1/2031	3,800	71,233,171	42,246,551	59.3%	February 28, 2011
Total		17,680	220,991,171	82,086,893	37.1%	

Source: CalRecycle 2014

There are 145 recycling centers in the San Diego region that collect recyclable materials. In addition, eight composting facilities in region collect, grind, mix, pile, and add moisture and air to organic materials to speed natural decay and produce a soil amendment. Another six chipping and grinding facilities in the region are designed to reduce the size of compostable material. Recycling, composting, chipping, and grinding all reduce the amount of solid waste that must be disposed of in a landfill.

C&D materials include lumber, drywall, metals, masonry (brick, concrete, etc.), carpet, plastic, pipe, rocks, dirt, paper, cardboard, or green waste related to land development. CalRecycle reported in 2010 that metals are the most commonly recycled material while lumber makes up the majority of debris that still goes to a landfill. According to CalRecycle in 2014, there are 29 C&D intermediate processing facilities in San Diego, and six inert fill-disposal operations.

With respect to addition landfill space, the proposed Gregory Canyon Landfill was planned to be operational in late 2005, but opening has been delayed. In the analysis conducted by the County of San Diego for the Countywide Five-Year Review Report of the Countywide Integrated Waste Management Plan, Gregory Canyon is assumed to open in 2014, though the actual year is unclear.

Conclusion

Following reductions in regional water consumption from 2007 through 2011, it has risen in recent years. However, the diversity of the water supply has increased. There continues to be an increase in the amount of recycled water used. With respect to energy, the use of natural gas as an energy source has grown, as well as energy produced from renewable resources, particularly through solar and wind generators. The residential and commercial sectors continue to consume the majority of energy.



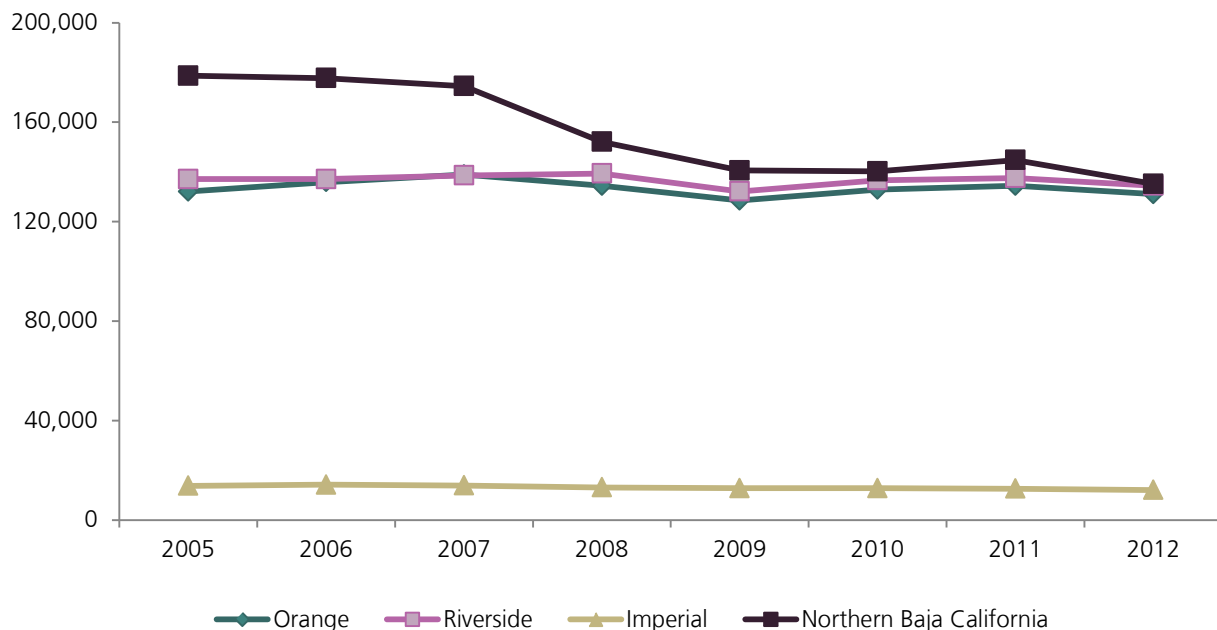
Borders

The region's distinct characteristics present a variety of opportunities and challenges for planning and coordinating along our interregional and binational borders. Access to jobs and housing continues to be an important issue.

Interregional Traffic Volumes into San Diego from Surrounding Counties and Baja California

The number of trips between San Diego County and neighboring California counties has remained stable, while trips between Northern Baja California (San Ysidro and Otay Mesa border crossings) and the region decreased from 2005 to 2010, increased in 2011, and declined in 2012, as shown in Figure 36. Specifically, there were 178,700 vehicles traveling between the region and Northern Baja California in 2005, declining to 135,200 in 2012. With respect to pedestrian trips from Baja California into San Diego, the annual number of trips is back up to pre-recession levels to 11,781,373 in 2013, as shown in Figure 37.

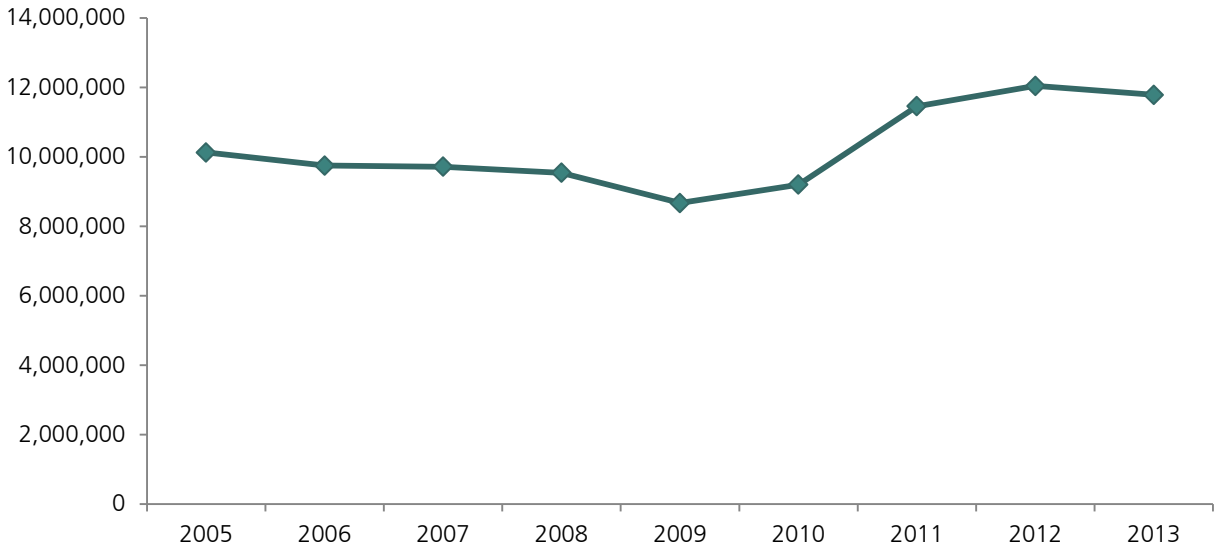
Figure 36
Average Weekday Traffic Volumes to and from Orange, Imperial, and Riverside Counties and Northern Baja California, Mexico, 2005 to 2012



Note: Northern Baja California includes San Ysidro and Otay Mesa border crossings.

Source: Caltrans Traffic Census Department

Figure 37
Northbound Pedestrian Border Crossings from Baja California into San Diego, 2005 to 2013



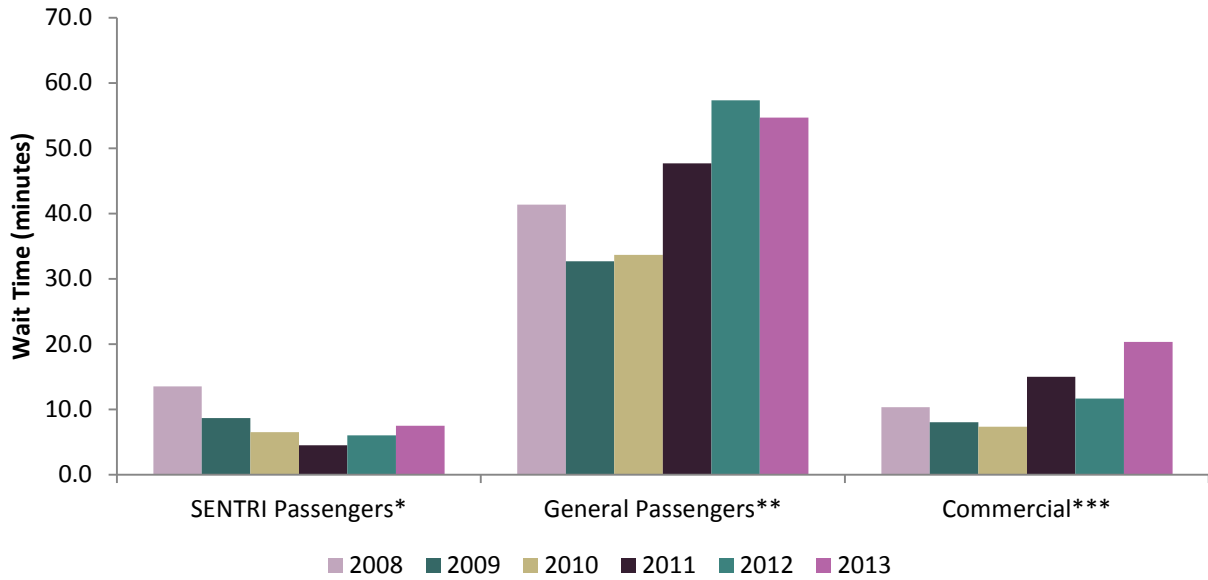
NOTE: Includes San Ysidro, Otay Mesa, and Tecate border crossings.

Source: United States Department of Transportation, Bureau of Transportation Statistics

Border Wait Times

After declining from 2008 to 2010 for both passengers and commercial vehicles, Figure 38 shows that border wait times have increased again.

Figure 38
Average Border Wait Times, Northbound into San Diego from Northern Baja California, Mexico, 2008 to 2013



*Includes San Ysidro and Otay Mesa border crossings.

**Includes San Ysidro, Otay Mesa, and Tecate border crossings.

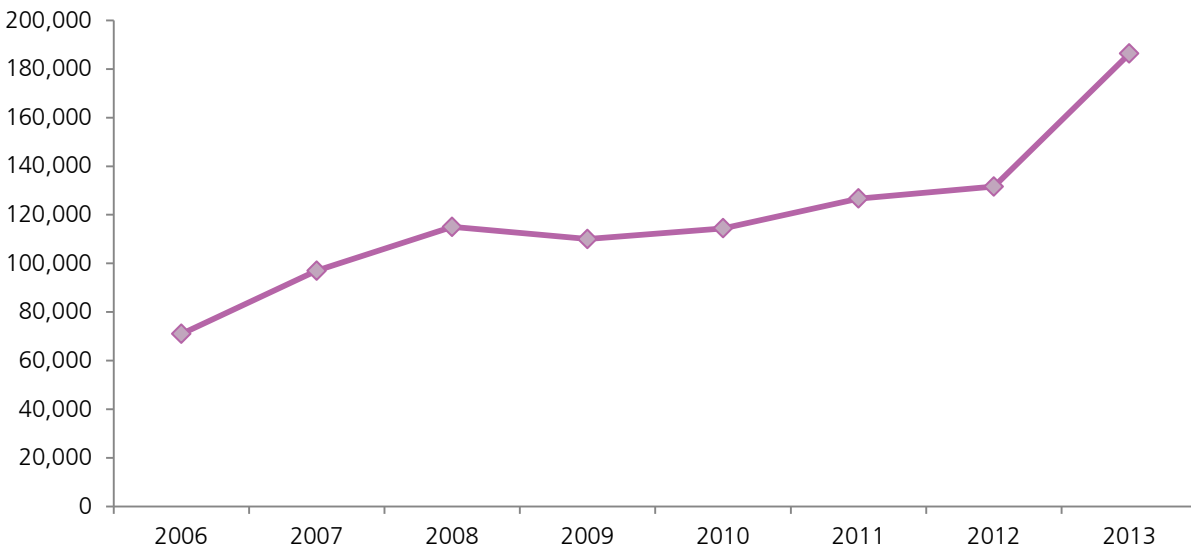
***Includes Otay Mesa and Tecate border crossings.

Source: United States Customs and Border Protection, *Border Wait Times: Southern Border Ports of Entry*

Participation in Secure Electronic Network for Travelers Rapid Inspection Lanes

There were a total of 186,283 Secure Electronic Network for Travelers Rapid Inspection (SENTRI) participants in 2013, which represents 54,656 more participants than the prior year, as shown in Figure 39. This number excludes Global Entry enrollment. All SENTRI participants for the entire United States-Mexico border are included, and they are able to cross at any United States-Mexico border crossing. According to Customs and Border Patrol, a strong local marketing effort contributed to the increase in SENTRI applications during 2013.

Figure 39
SENTRI Participants, 2006 to 2013



Source: United States Customs and Border Protection

Conclusion

The volume of trips into San Diego from Baja California has slightly decreased, but the numbers of new participants in the SENTRI program have increased. Wait times have generally increased for the past three years. The volume of travel between the San Diego region and neighboring counties has remained relatively flat.



*401 B Street, Suite 800
San Diego, CA 92101-4231
www.sandag.org*



**BOARD OF DIRECTORS
SEPTEMBER 26, 2014**

ACTION REQUESTED – INFORMATION

OVERVIEW OF DEVELOPMENTS IN THE FINANCIAL MARKETS AND QUARTERLY INVESTMENT REPORT AND ANNUAL INTEREST RATE SWAP EVALUATION FOR THE PERIOD ENDING JUNE 30, 2014

File Number 8000180

Introduction

Staff provides quarterly briefings intended to keep the Board of Directors informed about the latest developments in the financial markets, the economy, and sales tax revenues; the strategies being explored and implemented to minimize possible impacts to the *TransNet* Program; and a quarterly report on investments as required per Board Policy No. 003: Investment Policy.

In addition, Board Policy No. 032: San Diego County Regional Transportation Commission Interest Rate Swap Policy, requires that a written description of the swaps and an evaluation of the risks associated with outstanding interest rate swaps be presented to the Board on an annual basis.

Discussion

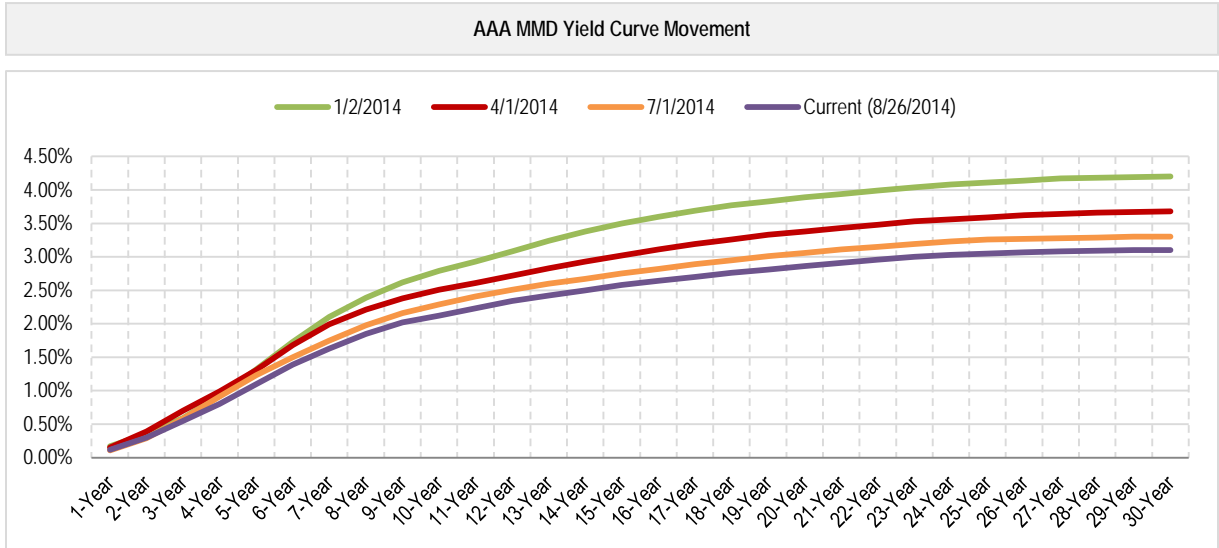
Market Review and Update

Overview

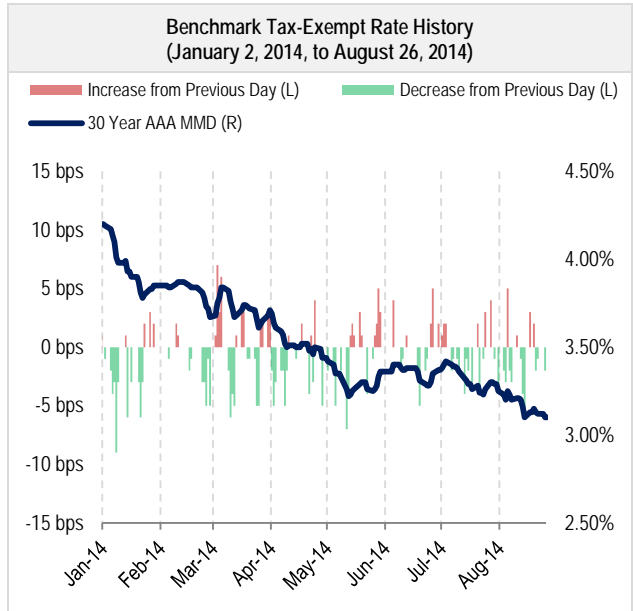
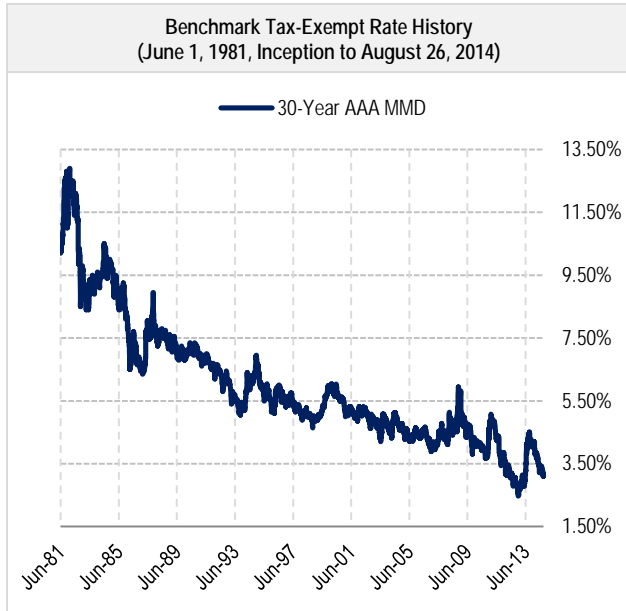
The first quarter of 2014 saw declining intermediate- and long-term interest rates in the municipal market as a result of positive muni market technicals – i.e., low, new issue supply coupled with an improving demand picture. Benchmark tax-exempt rates remain below their long-term averages across the yield curve.

In March 2014, the Federal Open Market Committee (FOMC) announced it would continue the \$10 billion per month tapering of its Quantitative Easing Program. FOMC Chairwoman Janet Yellen’s statement that the Federal Reserve may raise rates around six months after the end of the asset purchase program in the last quarter of 2014 led to increased interest rates on the front-end of the yield curve; offsetting this was low muni bond supply and increased demand that reduced intermediate and long-term rates. As a result, the benchmark AAA MMD yield curve has flattened; however, the yield curve remains steep.

2014 AAA MMD Rate Movements			
Maturity	1/2/2014	8/20/2014	Δ 1/2 – 8/20
1-Year	0.17%	0.11%	-0.06%
10-Year	2.79%	2.14%	-0.65%
30-Year	4.20%	3.15%	-1.05%
2014 AAA MMD Rate Movements			
Maturity	1/2/2014	4/28/2014	Δ 1/2 – 4/28
3-Year	0.59%	0.62%	+0.03%
10-Year	2.79%	2.28%	-0.51%
30-Year	4.20%	3.48%	-0.72%



SANDAG sold \$350 million in tax-exempt, fixed-rate bonds on August 20, 2014, in an extremely attractive interest rate environment. During the week leading to the pricing date, interest rates were near their lowest points of 2014, with a decrease of 6 basis points (bps) to 105 bps throughout the curve from the beginning of the year. SANDAG was able to close on the transaction at an attractive all-in cost of 3.85 percent for a 34-year final maturity, with certain maturities outperforming their respective municipal benchmark rates.

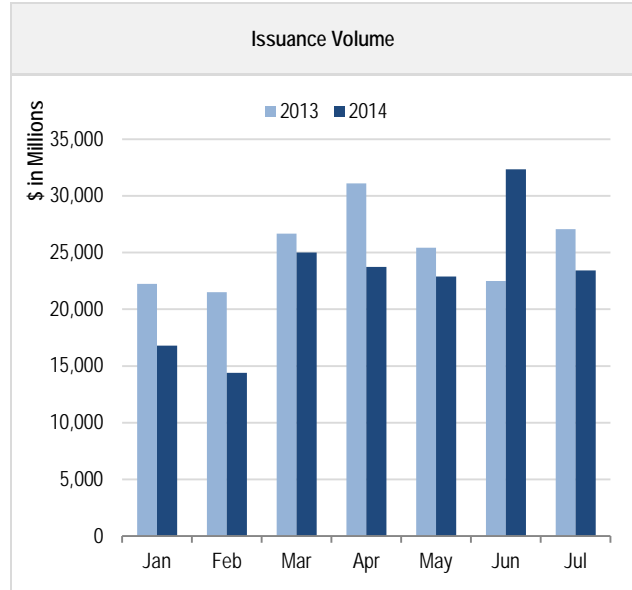


Municipal Market Supply¹

In July 2014, municipal bond issuances volume decreased by 13.5 percent to \$23.4 billion against \$27.1 billion in July 2013.

Long-term municipal bond issuance volume in the second quarter of calendar year 2014 decreased by 1.7 percent to \$77.7 billion in 2,761 issues against \$79.0 billion in 3,139 issues through the same period in 2013.

As of July 2014, refunding volume decreased 20.1 percent to \$53.2 billion from \$66.6 billion, and new-money volume decreased slightly by 0.3 percent, to \$74.8 billion from \$75.0 billion, in 2013. Following the trend of refinancings and new financings slowing for many sectors, investment in the transportation sector decreased slightly. The transportation sector's issuance volume to date decreased slightly by 2.2 percent from a year earlier.



During SANDAG's bond issuance during the week of August 18, 2014, municipal supply was relatively low. The market sold approximately \$5 billion of bonds, of which SANDAG's \$350 million bond sale was the largest transaction. Coupled with two AAA ratings from both Standard and Poor's (S&P) and Fitch, SANDAG's deal was very attractive to investors in a low-supply and high-demand market. SANDAG's \$350 million bond issuance was over-subscribed by 2.8x. This high demand allowed SANDAG to lower yields and improve the final borrowing cost through the negotiated sale process.

Interest Rate Forecasts

The FOMC met six times during the year and confirmed that tapering will continue as scheduled at \$10 billion per month, and that zero interest rate policy would continue for a considerable time after the asset purchase program ends. However, despite the uncertainty, policy makers suggested that the rate hikes could begin in early/mid-2015.

The table below provides an average of interest rate forecasts by industry professionals. These are surveyed and compiled by Bloomberg. The 30-year U.S. Treasury is forecast to increase to 3.73 percent by the fourth quarter of calendar year 2014. As noted, the 10-year U.S. Treasury rate is forecast to increase to 2.94 percent by the fourth quarter of calendar year 2014. The two-year U.S. Treasury is forecasted to increase to 0.76 percent by the fourth quarter of 2014. Increases to the Federal Funds Target Rate are expected by some industry professionals to begin in the second quarter of 2015. This will continue to support relatively low long-term borrowing rates for SANDAG, while possibly creating opportunities for SANDAG's short-term investments in 2015.

¹ Issuance data from Thomson Reuters, compiled by The Bond Buyer.

The Street's Interest Rate Forecast²							
Forecast	8/26/2014	Q3 14	Q4 14	Q1 15	Q2 15	Q3 15	Q4 15
30-Year UST	3.16%	3.52%	3.73%	3.89%	4.05%	4.18%	4.26%
10-Year UST	2.40%	2.75%	2.94%	3.11%	3.28%	3.42%	3.57%
2-Year UST	0.50%	0.60%	0.76%	0.96%	1.21%	1.48%	1.76%
3M LIBOR	0.24%	0.27%	0.32%	0.40%	0.58%	0.85%	1.14%
Fed Funds Target Rate	0.25%	0.25%	0.25%	0.25%	0.38%	0.63%	1.00%

Debt Portfolio Overview and Update

2014 Series A Bonds

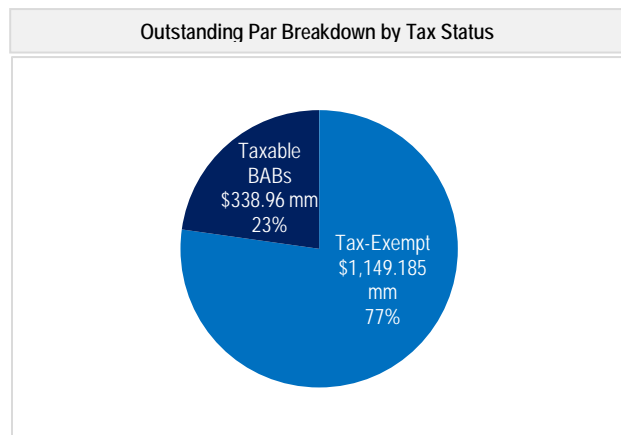
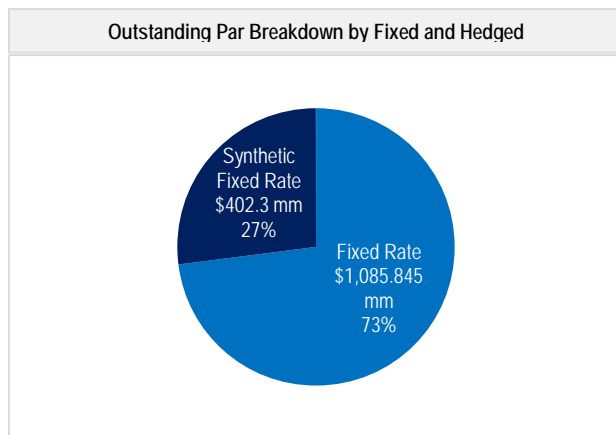
On August 20, 2014, SANDAG successfully sold \$350 million of tax-exempt, fixed-rate bonds in a negotiated sale. Due to market conditions and investor demand, SANDAG bonds sold at a premium, which generated total project funds of \$404 million. The bonds are structured as level debt service and will be repaid at approximately \$21.76 million annually through FY 2048. Amortization of principal on the bonds begins on April 1, 2016, with the final maturity on April 1, 2048, in line with SANDAG's existing debt. Series 2014A was sold at an attractive all-in cost of 3.85 percent. Of the \$404 million in total proceeds generated, \$42.7 million will be used to repay the Commercial Paper Program and the remaining proceeds will go to fund high-priority regional transportation projects outlined in its *TransNet* Early Action Program.

Outstanding Debt Overview

Following the 2014 bond issuance, SANDAG has \$1.49 billion of outstanding long-term debt, consisting of the Series 2008 variable-rate bonds, the 2010 Series A taxable Build America Bonds, the 2010 Series B tax-exempt fixed-rate bonds, the 2012 Series A tax-exempt fixed-rate bonds, and the recently issued 2014 Series A tax-exempt fixed-rate bonds. Of the total debt portfolio, 27 percent consists of synthetic, fixed-rate bonds (variable-rate bonds hedged with fixed-payer interest rate swaps) and the remaining 73 percent are fixed-rate bonds. A summary of the outstanding bonds is tabulated and graphically presented below.

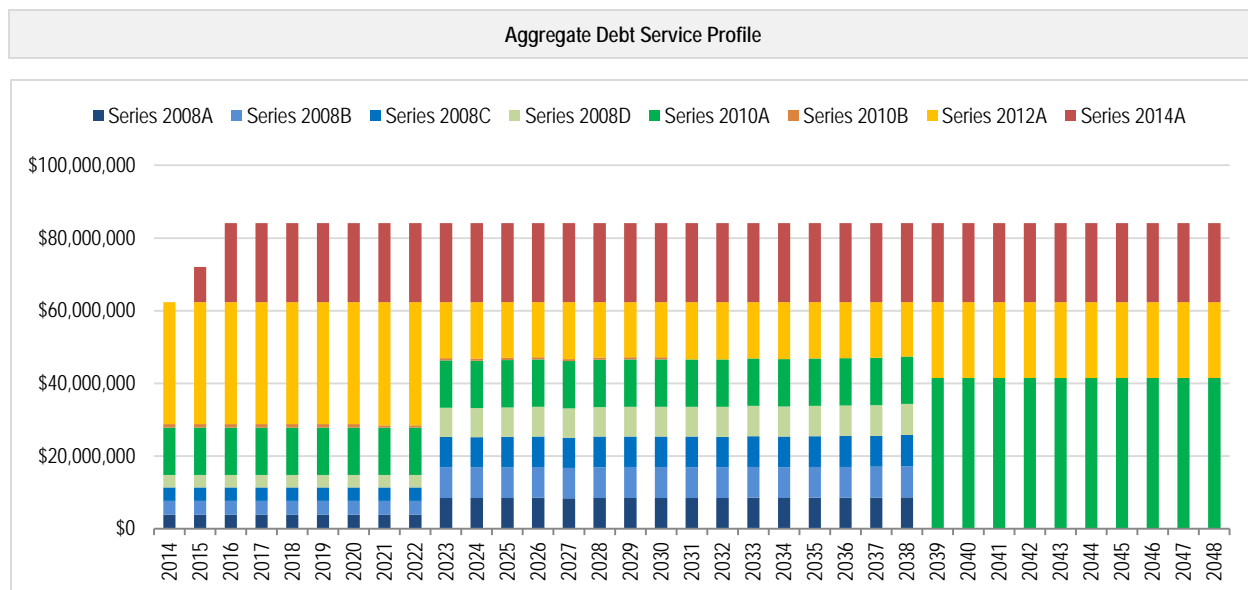
² Bloomberg survey compilation as of August 26, 2014

Summary of Outstanding Debt						
Series	Tax Status	Coupon Type	Original Issue Size	Outstanding Par	Call Option	Final Maturity
2008A	Tax-Exempt	Variable-Rate	\$150,000,000	\$100,575,000	Current	4/1/2038
2008B	Tax-Exempt	Variable-Rate	\$150,000,000	\$100,575,000	Current	4/1/2038
2008C	Tax-Exempt	Variable-Rate	\$150,000,000	\$100,575,000	Current	4/1/2038
2008D	Tax-Exempt	Variable-Rate	\$150,000,000	\$100,575,000	Current	4/1/2038
2010A	Taxable BABs	Fixed-Rate	\$338,960,000	\$338,960,000	Make-Whole	4/1/2048
2010B	Tax-Exempt	Fixed-Rate	\$11,040,000	\$8,850,000	4/1/2020	4/1/2030
2012A	Tax-Exempt	Fixed-Rate	\$420,585,000	\$388,035,000	4/1/2022	4/1/2048
2014A	Tax-Exempt	Fixed-Rate	\$350,000,000	\$350,000,000	4/1/2024	4/1/2048
Total				\$1,488,145,000		



Debt Service and Coverage

As seen in the figure below, SANDAG has an aggregate level debt service profile with approximately \$84.1 million in debt service per year through FY 2048, including the newly issued Series 2014A. Debt service coverage, using sales tax receipts of \$260.2 million for the last 12 months through August 2014, is 3.09 times. For every \$1.00 of debt service, SANDAG received \$3.09 of sales tax revenue, providing ample coverage.



This high debt service coverage, together with the level annual debt service payment and fairly conservative debt portfolio, are critical factors that support SANDAG’s AAA ratings from Fitch and S&P.

Recent Variable-Rate Demand Bond and Swap Mark-to-Market Performance

SANDAG has \$402.3 million of outstanding variable-rate demand bonds (Series 2008 A, B, C, and D), as shown below. These variable-rate demand bonds (VRDBs) are backed by Standby Bond Purchase Agreements (SBPAs) from certain financial institutions. The interest rate on these bonds resets weekly through a remarketing process. SANDAG VRDBs have been trading well, with their interest rate resets at or below the Securities Industry and Financial Markets Association (SIFMA) Index (the benchmark short-term municipal index) resets. On average, SANDAG VRDBs have reset at a rate of 0.10 percent to 0.11 percent since September 29, 2011.

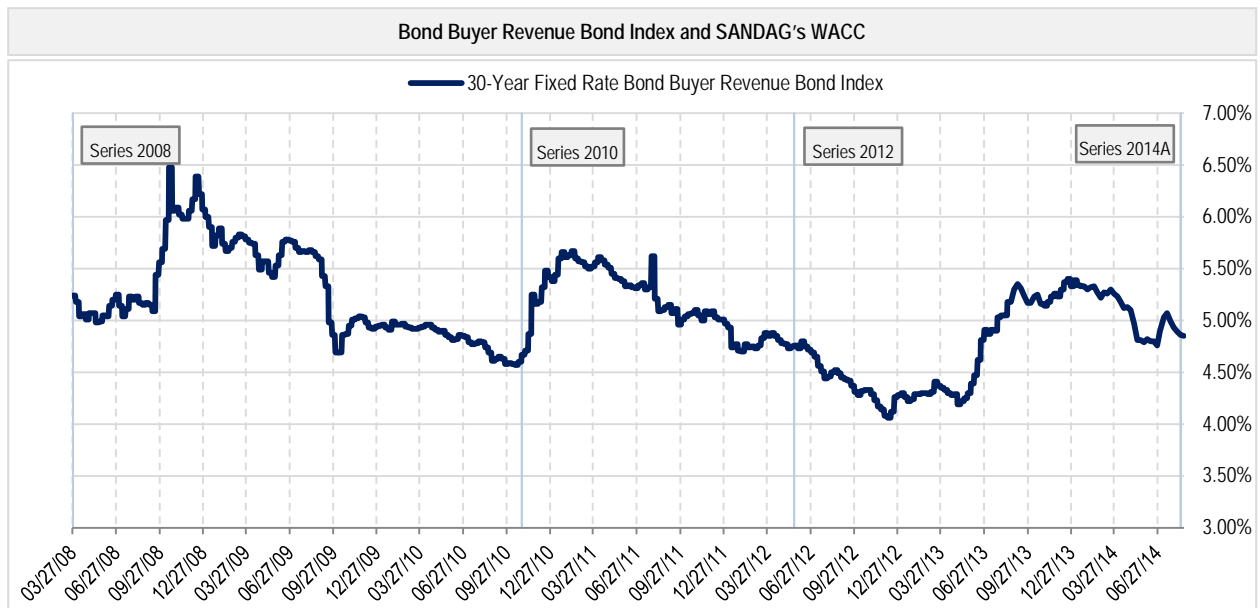
SANDAG Series 2008ABCD VRDB Resets Since September 29, 2011					
Series	SBPA Provider	Remarketing Agent	Reset Average	SIFMA Average	Spread to SIFMA
2008A	JP Morgan Chase Bank NA	Barclays Capital Inc.	0.10%	0.11%	-1 bps
2008B	JP Morgan Chase Bank NA	Goldman Sachs & Company	0.11%	0.11%	0 bps
2008C	Mizuho Corporate Bank	J.P. Morgan Securities LLC	0.10%	0.11%	-1 bps
2008D	State Street/CALSTRS	E.J. De La Rosa & Company	0.10%	0.11%	-1 bps

SANDAG also has \$402.3 million of fixed-payer interest rate swaps outstanding (listed below), the purpose of which is to hedge the interest rate variability associated with the \$402.3 million of variable-rate bonds. Additionally, SANDAG has \$313.2 million of basis swaps outstanding. Under the basis swaps, which become effective on April 1, 2018, when the existing fixed-payer swaps were originally scheduled to convert from London Interbank Offered Rate (LIBOR) to SIFMA-based indices, SANDAG will pay its counterparty a floating interest rate payment based upon the SIFMA Index and will receive a floating payment based upon 107.4 percent of 3-month LIBOR. The market value of the SANDAG swap portfolio changes with interest rate fluctuations. The mark-to-market valuation, as of August 22, 2014, is approximately (\$60,357,249); meaning SANDAG would need to pay approximately \$60.4 million to terminate the entire swap portfolio in the current market. However, the swaps are performing as expected and currently there are no reasons that SANDAG would terminate the swaps. On an annual basis and in accordance with Board Policy No. 032, an annual written description of the swaps and an evaluation of the risks associated with outstanding interest rate swaps are presented to the Board for review.

Swap Portfolio Overview								
Associated Series	SANDAG Pays	SANDAG Receives	Trade Date	Effective Date	Maturity Date	MTM Value (As of 8/22/14)	Notional Outstanding	Bank Counterparty
Series 2008	3.8165%	65% of USD-LIBOR 'til 04/18; SIFMA Swap Index thereafter	05/23/2012	05/23/2012	04/01/2038	(\$24,245,848)	\$134,100,000	Bank of America, N.A. (A2/A/A)
Series 2008	3.8165%	65% of USD-LIBOR 'til 04/18; SIFMA Swap Index thereafter	05/23/2012	05/23/2012	04/01/2038	(\$24,245,848)	\$134,100,000	Goldman Sachs Mitsui Marine Derivative Products, L.P. (Aa2/AAA/)
Series 2008	3.4100%	65% of USD-LIBOR	05/23/2012	05/23/2012	04/01/2038	(\$28,600,283)	\$134,100,000	Bank of America, N.A. (A2/A/A)
Total Fixed Payer Swaps						(\$77,091,979)	\$402,300,000	
Series 2008	SIFMA Swap Index	107.4% of 3 Month LIBOR	03/19/2009	04/01/2018	04/01/2038	\$8,367,365	\$156,600,000	Barclays Bank PLC (A2/A/A)
Series 2008	SIFMA Swap Index	107.4% of 3 Month LIBOR	03/19/2009	04/01/2018	04/01/2038	\$8,367,365	\$156,600,000	Barclays Bank PLC (A2/A/A)
Total Index Conversion Swaps						\$16,734,730	\$313,200,000	
Total Combined						(\$60,357,249)	\$715,500,000	

Cost of Capital

SANDAG has a very attractive weighted average cost of capital (WACC) of 3.90 percent. This cost can vary based upon swap performance and the cost of liquidity to support the variable-rate debt.



The 2008A-D bonds with the current swap rate and associated fees provide a cost of capital equal to 4.18 percent. SANDAG staff, with the assistance of its financial adviser, Public Financial Management (PFM), negotiated lower SBPA fees on the Series 2008A and Series 2008B Bonds with JP Morgan in February 2014; and in September 2014 is closing on a renewal of the Series 2008C SBPA at a lower fee with Mizuho. The 2010A bonds were issued as taxable Build America Bonds and have a borrowing cost of 3.89 percent. The 2010B tax-exempt bonds have a borrowing cost of 3.14 percent. The 2012A bonds were sold at an all-in cost of 3.72 percent and the most recent Series 2014A bonds were sold at an all-in cost of 3.85 percent. Taken together, SANDAG has issued approximately \$1.52 billion in bonds, to accelerate project delivery, for a weighted average cost of 3.90 percent.

SANDAG's WACC Calculations					
<i>Synthetic Fixed Rate:</i>					
Series	Par Post '12 Refunding	Swap Rate	SBPA Fee	Remarketing Agent Fee	Cost of Capital
2008A	\$100,575,000	3.8165%	0.390%	0.06%	4.2665%
2008B	\$100,575,000	3.8165%	0.390%	0.06%	4.2665%
2008C1	\$67,050,000	3.8165%	0.320%	0.06%	4.1965%
2008C2	\$33,525,000	3.4100%	0.320%	0.06%	3.7900%
2008D	\$100,575,000	3.4100%	0.650%	0.06%	4.1200%
2008 Weighted Avg.					4.1785%
<i>Fixed Rate:</i>					
Series	Original Par	-	-	-	All-in TIC
2010A	\$338,960,000	-	-	-	3.8871%
2010B	\$11,040,000	-	-	-	3.1434%
2012A	\$420,585,000	-	-	-	3.7167%
2014A	\$350,000,000	-	-	-	3.8507%
Total Weighted Avg.					3.9033%

Commercial Paper

In addition to the long-term debt, SANDAG has a short-term Commercial Paper Program supported by a Letter of Credit from Union Bank. The Commercial Paper Program was authorized at \$75 million and has a current outstanding balance of \$75 million as of August 31, 2014. The paper was most recently remarketed out 38 days at a rate of 9 basis points in anticipation of the \$42.725 million repayment scheduled for September 10, 2014, from the recent Series 2014A issuance.

Looking Ahead

There is no other new money bond transaction expected to take place in FY 2015; however, staff continues to look at the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program, in addition to other borrowing tools, as a potential future financing option. SANDAG and its advisors will continue to monitor the municipal bond market and identify opportunities that best allow SANDAG to meet its financing needs and objectives.

Quarterly Investment Data

Included with this quarterly finance report through June 30, 2014, are: a summary of portfolio balances by institution (Attachment 1); a detail of portfolio balances by account (Attachment 2); and a detail of portfolio balances by investment type (Attachment 3) for all money under the direction or care of SANDAG, including funds of the San Diego County Regional Transportation Commission (RTC), SourcePoint, and the Automated Regional Justice Information System (ARJIS).

As of June 30, 2014, a total of \$558.2 million was held by SANDAG in a number of investment accounts, in comparison to \$587.3 million held in the previous quarter. The \$29.1 million decrease during the quarter is primarily due to the timing of *TransNet* sales tax receipts, *TransNet* debt service payments, *TransNet* allocation payments to other local governmental agencies, and the use of *TransNet* to fund current projects in advance of the 2014 Bond issuance.³

Approximately \$6.3 million was held in eight Bank of America accounts and \$1.7 million in two Wells Fargo accounts at the end of the quarter. Funds in these accounts are used for operating purposes. Approximately \$550.2 million was invested in nine institutions, as follows:

1. *State of California Local Agency Investment Fund (LAIF)* – State law allows local agencies (RTC and SANDAG) to invest up to \$50 million per agency in LAIF. These funds hold excess operating funds for the RTC and SANDAG. A total of approximately \$53.2 million was invested in LAIF, of which the RTC held approximately \$48.3 million of sales tax funds and SANDAG held \$4.9 million. These funds are highly liquid, and funds may be accessed easily for immediate operating needs.
2. *California Asset Management Program (CAMP)* – These are funds administered by one of the two SANDAG financial advisors, PFM Asset Management LLC (PFM). The Cash Reserve Portfolio, totaling \$107.8 million, is used for the investment of the 2008, 2010, and 2012 *TransNet* bond proceeds and *TransNet* sales tax funds not yet paid for *TransNet*-approved projects. In addition, CAMP uses the Individual Portfolio, totaling \$127.9 million, for the investment of the

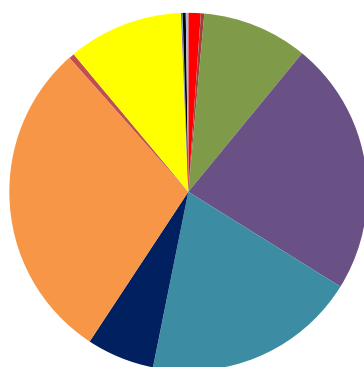
³ Due to rounding, the numbers below may not tie to the attached detail of investments.

2012 *TransNet* bond proceeds needed for payment in the short term, and excess operating funds for Interstate 15 FasTrak®, State Route 125, ARJIS, Coronado Bridge Toll Funds, and *TransNet* sales tax funds not yet paid to other local governmental agencies.

3. *US Bank* – These funds, totaling approximately \$34.2 million, were held by US Bank, Trustee for bond debt service payments and payment of interest on the short-term Commercial Paper Program, as part of the *TransNet* Program, and for the toll revenues of the State Route 125 franchise. Of this balance, \$30.6 million of the investments held by US Bank is invested in North County Transit District auction rate securities purchased with commercial paper.
4. *The Bank of New York Mellon* – These are funds administered by one of the two SANDAG financial advisors, Cutwater Asset Management. The Individual Portfolio, totaling \$162.8 million, and the Cash Reserve Portfolio, totaling \$2.8 million, are used for the investment of excess *TransNet* sales tax revenue not yet paid for *TransNet*-approved projects.
5. *San Diego County Treasurer’s Pooled Money Fund* – These funds, totaling \$58.1 million, were held by the San Diego’s County Treasurer’s Pooled Money Fund. The funds consist of the SourcePoint Cash Reserve Fund for the City of Santee, ARJIS, SANDAG Service Authority for Freeway Emergencies, *TransNet* sales tax revenues, and *TransNet* 2012 bond proceeds.
6. *DWS Money Market Series Institutional Funds* – This institution holds the funds received by SANDAG from the California Department of Boating and Waterways. There was a total of \$268,693 in this mutual fund.
7. *California Bank and Trust* – There was approximately \$1.6 million on deposit with California Bank and Trust pursuant to capital project escrow retention agreements with various contractors.
8. *California Bank of Commerce* – There was approximately \$547,287 on deposit with California Bank of Commerce to capital project escrow retention agreements with a contractor.
9. *Union Bank* – Approximately \$1.3 million was on deposit with Union Bank pursuant to capital project escrow retention agreements with contractors.

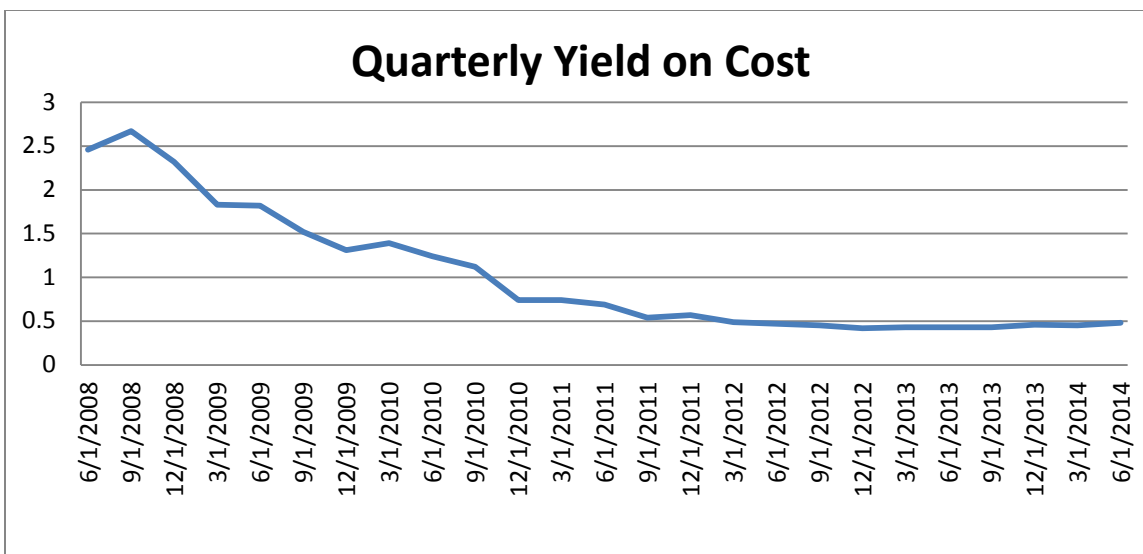
The chart below provides a snapshot of the investment holding locations at June 30, 2014.

Investment Holdings



- BANK OF AMERICA
- WELLS FARGO BANK
- LAIF
- CAMP IP
- CAMP CASH RESERVE
- US BANK
- BNY MELLON IP
- BNY MELLON CASH RESERVE
- COSD TREASURER'S POOL
- CALIFORNIA BANK OF COMMERCE
- DWS
- CALIFORNIA BANK AND TRUST
- UNION BANK

As shown in the chart below, as of June 30, 2014, the yield on cost of the portfolio was 0.48 percent, with a weighted average maturity of 430 days, in comparison to 0.45 percent and 419 days in the prior quarter.



The Finance Department has continued to implement the Board’s investment objectives of safety, liquidity, and return on investment for the SANDAG investment portfolio. These will continue to be important investment objectives for the future.

Annual Interest Rate Swap Policy Report: Description and Evaluation of Risks for Outstanding Interest Rate Swaps

The following describes the interest rate swaps and evaluates the risks for the interest rate swaps in which the RTC currently participates.

2008 Interest Rate Swaps

1. *Objective of the interest rate swaps.* On November 22, 2005, the RTC entered into three forward interest rate swaps for \$200 million each in order to hedge the interest rate risk associated with future variable-rate revenue bonds expected to be issued in 2008 by “locking in” a fixed interest rate. The intention in entering into the swaps was to lock in a relatively low cost of funds on a substantial portion of the *TransNet* Early Action Program. The VRDBs were issued on March 27, 2008. On May 23, 2012, \$151.5 million of the outstanding variable-rate bonds were refunded with fixed-rate bonds and the associated interest rate swaps were terminated. The purpose of this transaction was to reduce variable rate exposure and swap counterparty risk at no additional cost to the RTC. The current notional amounts of the swaps are, following the refunding described above, \$134.1 million each, totaling \$402.3 million.
2. *Terms.* Under two of the three swaps, the RTC pays the counterparties a fixed payment of 3.8165 percent and receives a variable payment based on 65 percent of one-month LIBOR for 10 years. In the tenth year, the swaps will convert to the SIFMA Municipal Bond Index for the remaining 20 years, paid monthly. Under the third swap, the RTC pays the counterparty a fixed payment of 3.41 percent and receives a variable payment based on 65 percent of LIBOR for the

30-year period. While the 2013 – 2022 maturities have been converted to fixed-rate bonds, the remaining maturities of the variable-rate bonds, through 2038, match the maturity dates and amounts of the remaining interest rate swaps through 2038. The variable rates paid on the 2008 bonds are expected to match the variable rates received on the swaps over the term of the bonds and swaps.

3. *Fair Values.* Because interest rates have declined since execution of the swaps, the swaps had a total negative fair value of \$69,367,480 as of June 30, 2014. The Bank of America swaps had negative fair values of \$26,854,940 and \$21,256,270 (one swap was initially held by Bank of America and one swap transferred from Merrill Lynch to Bank of America due to the acquisition of Merrill Lynch by Bank of America); and the Goldman Sachs Mitsui Marine Derivative Products swap had a negative fair value of \$21,256,270. The fair values of the derivatives were estimated by an independent third-party based on mid-market levels as of the close of business on June 30, 2014. The fair values take into consideration the prevailing interest rate environment and the specific terms and conditions of the swaps.
4. *Credit Risk.* This is the risk that the counterparty will fail to perform under the terms of the agreement. As of June 30, 2014, the RTC was not exposed to credit risk on these swaps because they had negative fair values. However, should interest rates change and the fair values of the swaps become positive, the RTC would be exposed to credit risk in the amount of the swaps' fair values. Favorable credit ratings of the counterparties (Bank of America and Goldman Sachs Mitsui Marine Derivative Products) mitigate this risk. As of June 30, 2014, Bank of America was rated A2 by Moody's and A by S&P, and Goldman Sachs Mitsui Marine Derivative Products was rated Aa2 by Moody's and AAA by Standard and Poor's. The ratings are monitored by staff on a weekly basis. In addition, the fair value of the swaps will be fully collateralized by the counterparty with cash or U.S. government securities if the counterparty's credit quality falls below a rating of Baa2 by Moody's or BBB by S&P. Collateral would be posted with a third-party custodian.
5. *Basis Risk.* This is the risk of a mismatch between the variable rate received from the counterparty and the variable rate paid on the variable-rate debt issued in 2008. The RTC is exposed to basis risk should the floating rate that it receives on a swap be less than the actual variable rate the RTC pays on the bonds. Depending on the magnitude and duration of any basis risk shortfall, the effective fixed rate on the debt will vary. Based on historical experience, the expectation is that the payments received under the agreements will approximate the expected bond payments over the 30-year term of the swaps. Due to the favorable market conditions during FY 2014, the RTC was not exposed to basis risk since the variable rate received from the counterparty, which is 65 percent of LIBOR, was more than the variable rate that the RTC paid on the bonds.
6. *Termination Risk and Termination Payments.* This is the risk that the transaction is terminated in a market dictating a termination payment by the RTC. The RTC can terminate the swap at the fair value by providing notice to the counterparty, while the counterparty only may terminate the swap upon certain termination events under the terms of the agreement. The RTC or the counterparties may terminate the swap if the other party fails to perform under the terms of the contracts, such as the failure to make swap payments. If the swap is terminated, the VRDBs would no longer be hedged. Given the negative fair value of June 30, 2014, the RTC was not in a favorable termination position relative to the market. The RTC effectively reduced the ongoing termination risk by refunding \$151.5 million in VRDBs and terminating the same

amount of the outstanding interest rate swaps in June 2012 under favorable market conditions with low fixed rates. Refunding additional maturities and terminating more of the interest rate swaps would have led to a net increase in debt service under a fixed-rate structure, which was contrary to the RTC's programmatic objectives. Consequently, the reduced amount of VRDBs and interest rate swaps was left in place.

7. *Reset Rates Paid and Received by the RTC.* The weekly variable interest rates paid on the 2008 *TransNet* bonds by the RTC to the bondholders for the period July 1, 2013, through June 30, 2014, ranged from 0.02 percent to 0.11 percent for Barclays Bank; 0.02 percent to 0.13 percent for Goldman, Sachs & Co.; 0.02 percent to 0.12 percent for J.P. Morgan Securities, Inc.; and 0.02 percent to 0.11 percent for EJ De La Rosa.

Fixed rates paid by the RTC to the swap provider counterparties were 3.41 percent to Bank of America for one of the swaps, 3.8165 percent to Bank of America for another one of the swaps, and 3.8165 percent to Goldman Sachs Mitsui Marine Derivative Products. Sixty-five percent (65 %) of LIBOR received by the RTC from the swap provider counterparties ranged from 0.09815 percent to 0.12678 percent during the same time period.

8. *Actual Debt Service Requirements versus the Projected Debt Service on the Swap Transaction.* For the fiscal year ending June 30, 2014, Bank of America actual debt service was \$4,456,081 versus projected debt service of \$4,572,810 for one of the swaps, and was \$5,011,465 versus projected debt service of \$5,117,926 for the other Bank of America swap; and Goldman Sachs Mitsui Marine Derivative Products actual debt service was \$5,012,843 versus projected debt service of \$5,117,926 for its swap. In total, actual debt service was \$14,480,389 versus projected debt service of \$14,808,663, which resulted in a savings of variable rate payments received from the swap counterparties as compared to the variable rate payments made on the bonds in the amount of \$328,274 for FY 2014. Over the life of the swaps from the issuance of the bonds through June 30, 2014, the cumulative excess of variable rate payments made on the bonds as compared to the variable rate payments received from the swap counterparties is \$4,111,490. This means that the net variable rates that the RTC is paying on the 2008 *TransNet* bonds is more than the variable rate that the RTC is receiving, and these rates were originally intended to offset and net to zero. Regardless, the debt program remains cost-effective in comparison to issuing fixed-rate bonds in March 2008.

The total net cost of the program includes liquidity facilities with JP Morgan (Series A and B), Mizuho Corporate Bank, Ltd (Series C), and State Street Bank and Trust Company and California State Teachers' Retirement Fund (Series D). The SBPA cost for the Series A and B bonds is 39 basis points, the Series C bonds is 47.5 basis points, and the SBPA cost for the Series D bonds is 65 basis points.

2018 Basis Rate Swaps Overlay to the 2008 Interest Rate Swaps

1. *Objective of the Basis Rate Swaps.* On March 19, 2009, the RTC entered into a SIFMA versus LIBOR floating-to-floating or "basis" swap. The combination of the Basis Swaps and the existing 2008 Interest Rate Swaps effectively amended the existing swaps without having to change the existing floating-to-fixed interest rate swaps. This overlay allowed the RTC to bid out the new transaction to a group of potential counterparties without changing the existing 2008 Interest Rate Swaps. The RTC was able to enter into a new transaction with Barclays Bank PLC to overlay

the terms under two of the 2008 Interest Rate Swaps, with an expected benefit to the RTC of a substantial reduction in the cost of debt after 2018.

2. *Terms.* The initial notional amounts of the swaps are \$156.6 million each. Under two of the 2008 Interest Rate Swaps, the RTC pays the counterparties a fixed payment of 3.8165 percent and receives 65 percent of LIBOR (through April 2018), and thereafter receives the SIFMA index. The 2018 Basis Rate Swaps overlay these two 2008 Interest Rate Swaps with a payment of the SIFMA index and a receipt of 107.4 percent of LIBOR for the last 20 years of the swap (April 2018 to April 2038).
3. *Fair Values.* The swaps had a total combined positive fair value of \$16,507,177 as of June 30, 2014. The fair values of the derivatives were estimated by an independent third-party based on mid-market levels as of the close of business on June 30, 2014. The fair values take into consideration the prevailing interest rate environment and the specific terms and conditions of the swaps.
4. *Credit Risk.* This is the risk that the counterparty will fail to perform under the terms of the agreements. As of June 30, 2014, the RTC was exposed to credit risk on these swaps in the amount of \$16,507,177, which is the fair value of the derivatives. However, should interest rates change and the fair value of the swaps become negative, the RTC would not be exposed to any credit risk. The favorable credit rating of the counterparty mitigates this risk. As of June 30, 2014, the swap counterparty, Barclays Bank PLC, was rated A2 by Moody's and A by Standard & Poor's.
5. *Basis Risk.* This is the risk of a mismatch between the variable rate received from the counterparty and the variable rate paid on the variable-rate debt issued in 2008. The RTC is exposed to basis risk should the floating rate that it receives on a swap be less than the actual variable rate RTC pays on the bonds. Depending on the magnitude and duration of any basis risk shortfall, the effective fixed rate on the debt will vary. Based on current and historical experience, staff expects the overlay of the SIFMA to LIBOR Basis Rate Swaps to significantly reduce the costs of financing after 2018, assuming a return to normal, or even near to normal trading relationships.
6. *Termination Risk and Termination Payments.* This is the risk that the transaction is terminated in a market dictating a termination payment by the RTC. The RTC can terminate a swap at the fair market value by providing notice to the counterparty, while the counterparty only may terminate the swap upon certain termination events under the terms of the agreement. Given the positive fair value at June 30, 2014, the RTC was in a favorable termination position relative to the market.

SANDAG Board Policy No. 032 requires a contingency plan to either replace the swaps or fund the termination payments, if any, in the event one or more outstanding swaps are terminated. Should a swap be terminated, the excellent credit rating of SANDAG would allow it to assign the swap to another counterparty. Alternatively, if a swap is terminated and it has a negative fair value, the RTC could use *TransNet* sales tax receipts to fund the termination payment.

Certifications

The Director of Finance reports that this investment portfolio, together with the authorized short-term Commercial Paper Program, will provide the necessary liquidity to meet the expenditure requirements of SANDAG, RTC, ARJIS, and SourcePoint for the next six months. This portfolio is in compliance with state law and Board Policy No. 003.

National and Local Economic Trends and TransNet Sales Tax Revenues

The U.S. economy began 2014 by losing ground; Gross Domestic Product (GDP) declined -2.1 percent during the first quarter compared to the previous quarter, according the third and final estimate from the U.S. Department of Commerce Bureau of Economic Analysis. Most economists expected a weak quarter due in part to severe winter weather, but the size of the slowdown surprised everyone. In addition to harsh weather, the fall in net exports knocked 1.7 percentage points off GDP growth and fewer goods produced allowed inventories to decline, subtracting an additional 1.2 percentage points off of GDP. Most economists are expecting the economy to gradually pick up speed as the year progresses, similar to 2013, which also started off with a weak first quarter. However, the size of the first quarter decline will likely keep the GDP growth rate for 2014 at about 2 percent and below both the previous two years. What the U.S. economy has not been able to achieve since the end of the Great Recession is consistent growth at a level equal to or above the historical average growth rate of 3.2 percent annually. Currently, the consensus forecasts expect the U.S. economy to achieve an annual GDP growth rate above 3 percent in 2015.

Unlike GDP, employment growth is slowly increasing and becoming more consistent. Nationwide, payroll job growth for 2013 averaged about 194,000 jobs per month, higher than the previous year's average of 186,000 per month, and through July of 2014 monthly job growth is on track to average 220,000. The additional job growth also helped reduce the unemployment rate. The annual average unemployment rate fell to 7.4 percent in 2013 from 8.1 percent for 2012 and is on track to average 6.2 percent during the second quarter of 2014, a decline from the 6.7 percent recorded during the first quarter. The continued decline in the unemployment rate during the past few years has been a pleasant surprise, both nationwide and locally, given that job growth has continued to be slow considering the magnitude of jobs lost during the recession. The decline in the national and local unemployment rate came as a result of both job gains as well as a shrinking labor force. Since the start of the Great Recession (December 2007), the nation's labor force participation rate has declined nearly 4 percentage points, reducing the labor force by nearly six million people – meaning that job growth and people leaving the labor force contributed equally to the decline in the unemployment rate. In addition, the makeup of those unemployed is different for this most recent recovery, for example, the median length of time people remain unemployed continues at a record seven months. Also, more than 30 percent of the people without jobs have been unemployed for one year or longer, leading to growing concerns about their ability to reenter the labor force.

Additional concerns about the recovery include weakness in wage rate growth and the average number of hours worked; these trends, combined with the types of jobs (part-time, temporary with low pay) that have been created since the end of the recession, have contributed to keeping the economy's growth rate below its long-term trend. Through July 2014 the rate of growth in personal spending and personal income are just keeping pace with rates of inflation. This, in turn has led to little to no real growth in consumer spending, which makes up more than 70 percent of the economy and is a primary driver of sales tax revenue. Continued weakness in personal spending and

income could result in slower GDP growth, unless consumers increase consumption supported by spending down their savings and/or taking on debt.

Although the national economy continues to display a surge and slow down pattern of growth, locally, the employment growth trends have been more robust and consistent. Over the past two years the Employment Development Department, which is responsible for tracking employment trends in the state, has adjusted their preliminary job growth numbers up significantly; during 2012 and 2013, the local economy added nearly 33,000 payroll jobs each year yielding an increase of about 2.6 percent each year, far above the 1.6 percent for the nation. In addition, with the added job growth, the local unemployment rate has declined to 6.6 percent as of July 2014, a decline of nearly 1.5 percentage points from July 2013. The pickup in job growth led to a decline in the local unemployment rate (not seasonally adjusted) to 5.8 percent in May 2014, which was the first time the local unemployment rate fell below the nation's since the start of the Great Recession.

The level of job growth also helps determine consumer spending and in turn sales taxes collected. Over the past two years the local job growth has led to a more stable rate of growth in taxable retail sales and sales taxes collected. SANDAG expected sales tax revenue region-wide to increase by 5 percent during FY 2014, close to the actual 5.2 percent increase recorded. However, in addition to the slow growth in personal income and consumption, there are trends under way that have created a heightened level of uncertainty, including the increasing global economic headwinds from slowing economic growth in Europe and Asia, the uptick in civil unrest in multiple places, and the chance that the Federal Reserve will push short-term interest rates higher in early 2015. In light of these trends and uncertainty, SANDAG is forecasting a 4 percent growth in sales tax revenue for FY 2015, about 1 percentage point below FY 2014.

GARY L. GALLEGOS
Executive Director

Attachments: 1. SANDAG Summary of Portfolio Balances (by Institution) as of June 30, 2014
 2. SANDAG Detail of Portfolio Balances (by Account) as of June 30, 2014
 3. SANDAG Detail of Portfolio Balances (by Investment Type) as of June 30, 2014

Key Staff Contacts: André Douzdjian, (619) 699-6931, andre.douzdjian@sandag.org
 Marney Cox, (619) 699-1960, marney.cox@sandag.org
 Lisa Kondrat-Dauphin (619) 699-1942, lisa.kondrat-dauphin@sandag.org

SANDAG
Summary of Portfolio Balances (by Institution)
as of June 30, 2014

Institution	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd. Avg. Days to Maturity
BANK OF AMERICA	\$ 6,287,061	1.12%	\$ 6,287,061	100.00%	\$ -	0.15%	1
WELLS FARGO BANK	1,687,379	0.30%	1,687,379	100.00%	-	N/A	1
STATE OF CALIFORNIA LOCAL AGENCY INVESTMENT FUND (LAIF)	53,151,751	9.49%	53,167,630	100.00%	15,880	0.23%	232 **
CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP) INDIVIDUAL PORTFOLIO	128,405,724	22.93%	127,863,821	99.58%	(541,903)	0.58%	604
CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP) CASH RESERVE PORTFOLIO	107,767,188	19.24%	107,767,188	100.00%	-	0.06%	41 **
US BANK	34,166,658	6.10%	34,160,944	99.98%	(5,714)	0.11%	37
THE BANK OF NEW YORK (BNY) MELLON INDIVIDUAL PORTFOLIO	164,030,854	29.29%	162,830,390	99.27%	(1,200,464)	0.85%	757
THE BANK OF NEW YORK (BNY) MELLON CASH RESERVE PORTFOLIO	2,767,632	0.49%	2,767,632	100.00%	-	0.01%	1
SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND	58,059,220	10.37%	58,065,220	100.00%	6,000	0.43%	366 **
DWS MONEY MARKET SERIES INSTITUTIONAL FUNDS	268,693	0.05%	268,693	100.00%	-	0.04%	38 **
CALIFORNIA BANK AND TRUST	1,571,542	0.28%	1,571,542	100.00%	-	0.10%	1
CALIFORNIA BANK OF COMMERCE	547,287	0.10%	547,287	100.00%	-	0.45%	1
UNION BANK	1,262,843	0.23%	1,262,843	100.00%	-	0.05%	1
TOTAL	\$ 559,973,830	100.00%	\$ 558,247,629	99.69%	\$ (1,726,201)	0.48%	430

** Although average days to maturity is greater than one day, funds are available at par the same day.

Summary of Portfolio Balances (by Agency)

Agency	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd. Avg. Days to Maturity
SANDAG FUNDS	\$ 54,349,209	9.71%	\$ 54,345,948	99.99%	\$ (3,261)	0.15%	92
ARJIS FUNDS (Automated Regional Justice Information System)	5,523,776	0.99%	5,523,776	100.00%	-	0.23%	182
SOURCEPOINT FUNDS	657,496	0.12%	657,496	100.00%	-	0.38%	281
CORONADO BRIDGE TOLL FUNDS	277,424	0.05%	277,424	100.00%	-	0.06%	41
RTC FUNDS (San Diego County Regional Transportation Commission)	499,165,926	89.14%	497,442,985	99.65%	(1,722,941)	0.51%	470
TOTAL	\$ 559,973,830	100.00%	\$ 558,247,629	99.69%	\$ (1,726,201)	0.48%	430

Note: In addition to the funds held above, there is \$4,750 petty cash held at SANDAG.

SANDAG
Detail of Portfolio Balances (by Account)
as of June 30, 2014

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd. Avg. Days to Maturity
BANK OF AMERICA:							
Checking - <i>TransNet</i> Sales Tax (RTC)	\$ 1,629,770	0.29%	\$ 1,629,770	100.00%	\$ -	N/A	1
Checking - SANDAG General	3,369,281	0.60%	3,369,281	100.00%	-	N/A	1
Checking - SANDAG Flexible Spending Acct (FSA)	54,539	0.01%	54,539	100.00%	-	N/A	1
Checking - SANDAG Interstate 15 (I-15) FasTrak®	675,391	0.12%	675,391	100.00%	-	N/A	1
Checking - SANDAG SAFE Program Acct	190,035	0.03%	190,035	100.00%	-	N/A	1
Checking - SourcePoint	34,263	0.01%	34,263	100.00%	-	N/A	1
Checking - ARJIS	215,822	0.04%	215,822	100.00%	-	N/A	1
Money Market - SourcePoint	117,960	0.02%	117,960	100.00%	-	0.15%	1
TOTAL BANK OF AMERICA	\$ 6,287,061	1.12%	\$ 6,287,061	100.00%	\$ -	0.15%	1
WELLS FARGO BANK:							
Checking - SR125 Payment Account	\$ 1,338,262	0.24%	\$ 1,338,262	100.00%	\$ -	N/A	1
Checking - SR125 Collection Account	349,117	0.06%	349,117	100.00%	-	N/A	1
TOTAL WELLS FARGO BANK	\$ 1,687,379	0.30%	\$ 1,687,379	100.00%	\$ -	N/A	1
STATE OF CA LOCAL AGENCY INVESTMENT FUND (LAIF):							
<i>TransNet</i> (RTC)	\$ 48,289,606	8.62%	\$ 48,304,032	100.00%	\$ 14,427	0.23%	232
SANDAG	4,862,145	0.87%	4,863,597	100.00%	1,453	0.23%	232
TOTAL LAIF	\$ 53,151,751	9.49%	\$ 53,167,630	100.00%	\$ 15,880	0.23%	232 **
CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP):							
INDIVIDUAL PORTFOLIO:							
<i>TransNet</i> Sales Tax (RTC)	\$ 110,384,105	19.71%	\$ 109,909,879	99.57%	\$ (474,226)	0.61%	680
<i>TransNet</i> 2008 Bond Proceeds A/B/C/D Reserve Fund (RTC)	17,145,449	3.06%	17,101,323	99.74%	(44,126)	0.44%	122
Sage Hill Endowment (RTC)	876,169	0.16%	852,618	97.31%	(23,551)	0.41%	472
TOTAL INDIVIDUAL PORTFOLIO	\$ 128,405,724	22.93%	\$ 127,863,821	99.58%	\$ (541,903)	0.58%	604

SANDAG
Detail of Portfolio Balances (by Account)
as of June 30, 2014

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd. Avg. Days to Maturity
CASH RESERVE PORTFOLIO:							
I-15 FasTrak®	\$ 619,213	0.11%	\$ 619,213	100.00%	\$ -	0.06%	41
ARJIS	2,877,881	0.51%	2,877,881	100.00%	-	0.06%	41
California Coastal Commission	1,283,804	0.23%	1,283,804	100.00%	-	0.06%	41
SANDAG SR -125	1,845,624	0.33%	1,845,624	100.00%	-	0.06%	41
SANDAG Toll Road Project Maint	20,746,638	3.70%	20,746,638	100.00%	-	0.06%	41
Coronado Bridge Toll Funds	277,424	0.05%	277,424	100.00%	-	0.06%	41
SANDAG Toll Road Extraordinary Reserve	7,404,064	1.32%	7,404,064	100.00%	-	0.06%	41
2008 Bond Series A/B/C/D Reserve Fund (RTC)	88,965	0.02%	88,965	100.00%	-	0.06%	41
2008 Bond Series A - Principal (RTC)	1	0.00%	1	100.00%	-	0.06%	41
2008 Bond Series B - Principal (RTC)	1	0.00%	1	100.00%	-	0.06%	41
2008 Bond Series C - Principal (RTC)	1	0.00%	1	100.00%	-	0.06%	41
2008 Bond Series D - Principal (RTC)	1	0.00%	1	100.00%	-	0.06%	41
2010 Bond Series B - Principal (RTC)	155,037	0.03%	155,037	100.00%	-	0.06%	41
2010 Bond Series B - Interest (RTC)	89,751	0.02%	89,751	100.00%	-	0.06%	41
2010 Bond Series A - Interest (RTC)	5,009,775	0.89%	5,009,775	100.00%	-	0.06%	41
2012 Bond Series A - Project (RTC)	45	0.00%	45	100.00%	-	0.06%	41
2012 Bond Series A - Interest (RTC)	4,667,116	0.83%	4,667,116	100.00%	-	0.06%	41
2012 Bond Series A - Principal (RTC)	3,718,439	0.66%	3,718,439	100.00%	-	0.06%	41
2008 Sales Tax Account - <i>TransNet</i> Extension (RTC)	58,628,861	10.47%	58,628,861	100.00%	-	0.06%	41
Wetland Mitigation <i>TransNet</i> Sales Tax (RTC)	290,818	0.05%	290,818	100.00%	-	0.06%	41
Sage Hill Endowment (RTC)	63,731	0.01%	63,731	100.00%	-	0.06%	41
TOTAL CASH RESERVE PORTFOLIO	\$ 107,767,188	19.24%	\$ 107,767,188	100.00%	\$ -	0.06%	41 **
TOTAL CAMP	\$ 236,172,912	42.17%	\$ 235,631,009	99.77%	\$ (541,903)	0.34%	347

SANDAG
Detail of Portfolio Balances (by Account)
as of June 30, 2014

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd. Avg. Days to Maturity
US BANK:							
Capital Project Retention Account	\$ 10,322	0.00%	\$ 10,325	100.03%	\$ 3	0.01%	1
Capital Project Retention Account	107,836	0.02%	108,544	100.66%	708	1.12%	1,032
Capital Project Retention Account	164,909	0.03%	158,484	96.10%	(6,426)	4.97%	1,173
SANDAG - Toll Road Project Revenue	251,000	0.04%	251,000	100.00%	-	0.05%	1
SANDAG - Toll Road Project Capital Expenditure Reserve	354,514	0.06%	354,514	100.00%	-	0.05%	1
SANDAG - Toll Road Project Expense Fund - TIFIA Note Expense Acct	10,009	0.00%	10,009	100.00%	-	0.05%	1
SANDAG - Toll Road Project Senior Obligation Debt Service - Interest	663	0.00%	663	100.00%	-	0.05%	1
SANDAG - Toll Road Project Senior Obligation Debt Service - Principal	64	0.00%	64	100.00%	-	0.05%	1
SANDAG - Toll Road Proj First Subord Obl TransNet Payment	260	0.00%	260	100.00%	-	0.05%	1
SANDAG - Toll Road Project SANDAG Distribution	1,000,040	0.18%	1,000,040	100.00%	-	0.05%	1
2008 Bond Series A/B/C/D Main Interest (RTC)	1,237,580	0.22%	1,237,580	100.00%	-	0.03%	1
Commercial Paper Series B - NCTD Interest (RTC)	234,458	0.04%	234,458	100.00%	-	0.03%	1
NCTD Certificates of Participation	30,575,000	5.46%	30,575,000	100.00%	-	0.09%	32
Sales Tax Revenue CP Notes Series B Interest (RTC)	1,593	0.00%	1,593	100.00%	-	0.00%	1
Sales Tax Revenue CP Notes Series B Principal (RTC)	218,411	0.04%	218,411	100.00%	-	0.00%	1
TOTAL US BANK	\$ 34,166,658	6.10%	\$ 34,160,944	99.98%	\$ (5,714)	0.11%	37

SANDAG
Detail of Portfolio Balances (by Account)
as of June 30, 2014

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd. Avg. Days to Maturity
THE BANK OF NEW YORK MELLON:							
INDIVIDUAL PORTFOLIO:							
<i>TransNet</i> Extension (RTC)	\$ 164,030,854	29.29%	\$ 162,830,390	99.27%	\$ (1,200,464)	0.85%	757
TOTAL INDIVIDUAL PORTFOLIO	\$ 164,030,854	29.29%	\$ 162,830,390	99.27%	\$ (1,200,464)	0.85%	757
CASH RESERVE:							
<i>TransNet</i> Extension (RTC)	\$ 2,767,632	0.49%	\$ 2,767,632	100.00%	\$ -	0.01%	1
TOTAL CASH RESERVE	\$ 2,767,632	0.49%	\$ 2,767,632	100.00%	\$ -	0.01%	1
TOTAL THE BANK OF NEW YORK MELLON	\$ 166,798,487	29.79%	\$ 165,598,022	99.28%	\$ (1,200,464)	0.84%	745
SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND:							
SourcePoint Cash Reserve Fund	\$ 505,273	0.09%	\$ 505,273	100.00%	\$ -	0.43%	366
<i>TransNet</i> Extension (RTC)	49,062,756	8.76%	49,067,756	100.00%	5,000	0.43%	366
ARJIS	2,430,074	0.43%	2,430,074	100.00%	-	0.43%	366
SANDAG SAFE Program	6,061,117	1.08%	6,062,117	100.00%	1,000	0.43%	366
TOTAL SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND	\$ 58,059,220	10.37%	\$ 58,065,220	100.00%	\$ 6,000	0.43%	366 **
DWS MONEY MARKET SERIES INSTITUTIONAL FUNDS:							
California Boating & Waterways	\$ 268,693	0.05%	\$ 268,693	100.00%	\$ -	0.04%	38 **
TOTAL DWS MONEY MARKET SERIES INSTITUTIONAL FUNDS	\$ 268,693	0.05%	\$ 268,693	100.00%	\$ -	0.04%	38
CALIFORNIA BANK AND TRUST							
Capital Project Retention Accounts	\$ 1,571,542	0.28%	\$ 1,571,542	100.00%	\$ -	0.10%	1
TOTAL CALIFORNIA BANK AND TRUST	\$ 1,571,542	0.28%	\$ 1,571,542	100.00%	\$ -	0.10%	1

SANDAG
Detail of Portfolio Balances (by Account)
as of June 30, 2014

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd. Avg. Days to Maturity
CALIFORNIA BANK OF COMMERCE							
Capital Project Retention Account	\$ 547,287	0.10%	\$ 547,287	100.00%	\$ -	0.45%	1
TOTAL CALIFORNIA BANK OF COMMERCE	\$ 547,287	0.10%	\$ 547,287	100.00%	\$ -	0.45%	1
UNION BANK							
Capital Project Retention Accounts	\$ 1,262,843	0.23%	\$ 1,262,843	100.00%	\$ -	0.05%	1
TOTAL UNION BANK	\$ 1,262,843	0.23%	\$ 1,262,843	100.00%	\$ -	0.05%	1
TOTAL	\$ 559,973,830	100.00%	\$ 558,247,629	99.69%	\$ (1,726,201)	0.48%	430

Legend:

Automated Regional Justice Information System (ARJIS)

Commercial Paper (CP)

State of California Local Agency Investment Fund (LAIF)

North County Transit District (NCTD)

San Diego County Regional Transportation Commission (RTC)

** Although average days to maturity is greater than one day, funds are available at par the same day.

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of June 30, 2014

Investment	Purchase Date	Maturity Date	Book Value	Market Value	Unrealized Gain / (Loss)	Par Value	S&P Rating	Moody's Rating	Yield on Cost	Wtd. Avg.	
										Days to Maturity	
Cash and cash equivalents:											
Demand deposits:											
Checking - TransNet Sales Tax (RTC)	N/A	N/A	\$ 1,629,770	\$ 1,629,770	\$ -	N/A	NR	NR	N/A	1	1450450629
Checking - SANDAG General	N/A	N/A	3,369,281	3,369,281	-	N/A	NR	NR	N/A	1	1450155120
Checking - SANDAG Flexible Spending Acct (FSA)	N/A	N/A	54,539	54,539	-	N/A	NR	NR	N/A	1	1453207558
Checking - SANDAG Interstate 15 (I-15) FasTrak®	N/A	N/A	675,391	675,391	-	N/A	NR	NR	N/A	1	1431780530
Checking - SANDAG SAFE Program Acct	N/A	N/A	190,035	190,035	-	N/A	NR	NR	N/A	1	1453320837
Checking - SR125 Payment Account	N/A	N/A	1,338,262	1,338,262	-	N/A	NR	NR	N/A	1	4125504977
Checking - SR125 Collection Account	N/A	N/A	349,117	349,117	-	N/A	NR	NR	N/A	1	4125504985
Checking - SourcePoint	N/A	N/A	34,263	34,263	-	N/A	NR	NR	N/A	1	1459626907
Checking - ARJIS	N/A	N/A	215,822	215,822	-	N/A	NR	NR	N/A	1	1459142778
Total demand deposits			\$ 7,856,480	\$ 7,856,480	\$ -	N/A			N/A	1	
Money market accounts and funds:											
Money Market - Capital Project Retention Account	N/A	N/A	\$ 10,322	\$ 10,325	\$ 3	N/A	NR	NR	0.01%	1	133890033
Money Market - Capital Project Retention Account	N/A	N/A	1,571,542	1,571,542	-	N/A	NR	NR	0.10%	1	CA Bank and Trust - retention accts
Money Market - Capital Project Retention Account	N/A	N/A	1,262,843	1,262,843	-	N/A	NR	NR	0.05%	1	Union Bank - retention acct
Money Market - Capital Project Retention Account	N/A	N/A	547,287	547,287	-	N/A	NR	NR	0.45%	1	Bank of Commerce - retention acct
Money Market - SANDAG Toll Road Project Revenue Fund	N/A	N/A	251,000	251,000	-	N/A	NR	NR	0.05%	1	156412000
Money Market - SANDAG Toll Road Project Cap Exp Reserve	N/A	N/A	354,514	354,514	-	N/A	NR	NR	0.05%	1	156412004
Money Market - SANDAG Toll Road Project TIFIA Note Expense	N/A	N/A	10,009	10,009	-	N/A	NR	NR	0.05%	1	156412008
Money Market - SANDAG Toll Road Project Sr. Oblig. D/S - Interest	N/A	N/A	663	663	-	N/A	NR	NR	0.05%	1	156412010
Money Market - SANDAG Toll Road Project Sr. Oblig. D/S - Princ.	N/A	N/A	64	64	-	N/A	NR	NR	0.05%	1	156412012
Money Market - SANDAG Toll Road Project 1st Sub Obl TNet Pymt	N/A	N/A	260	260	-	N/A	NR	NR	0.05%	1	156142018
Money Market - SANDAG Toll Road Project SANDAG Distribution	N/A	N/A	1,000,040	1,000,040	-	N/A	NR	NR	0.05%	1	156412024
San Diego County Treasurer's Pooled Money Fund (SourcePoint)	N/A	N/A	505,273	505,273	-	N/A	AAAf / S1		0.43%	366	44056
San Diego County Treasurer's Pooled Money Fund (RTC)	N/A	N/A	49,062,756	49,067,756	5,000	N/A	AAAf / S1		0.43%	366	44058
San Diego County Treasurer's Pooled Money Fund (ARJIS)	N/A	N/A	2,430,074	2,430,074	-	N/A	AAAf / S1		0.43%	366	44059
San Diego County Treasurer's Pooled Money Fund (SAFE)	N/A	N/A	6,061,117	6,062,117	1,000	N/A	AAAf / S1		0.43%	366	44568
Money Market - RTC (2008 Bond - Main Interest)	N/A	N/A	1,237,580	1,237,580	-	N/A	NR	NR	0.03%	1	122565014
Money Market - RTC (CP Series B - NCTD)	N/A	N/A	234,458	234,458	-	N/A	NR	NR	0.03%	1	122565015
Money Market - RTC (CP Interest Payment)	N/A	N/A	1,593	1,593	-	N/A	NR	NR	0.00%	1	791735000
Money Market - RTC (CP Principal Payment)	N/A	N/A	218,411	218,411	-	N/A	NR	NR	0.00%	1	791735001
Money Market - SourcePoint	N/A	N/A	117,960	117,960	-	N/A	NR	NR	0.15%	1	1450052040
DWS Money Mkt Srs Institution - CA Boating & Waterways	N/A	N/A	268,693	268,693	-	N/A	AAAm	Aaa-mf	0.04%	38	2403-02300001099-6
CAMP Cash Reserve Portfolio (ARJIS)	N/A	N/A	2,877,881	2,877,881	-	N/A	AAAm	NR	0.06%	41	579-00
CAMP Cash Reserve Portfolio - CA Coastal Commission	N/A	N/A	1,283,804	1,283,804	-	N/A	AAAm	NR	0.06%	41	602-00
CAMP Cash Reserve Portfolio (SANDAG SR-125)	N/A	N/A	1,845,624	1,845,624	-	N/A	AAAm	NR	0.06%	41	602-02
CAMP Cash Reserve Portfolio (SANDAG SR-125) - Project Maint	N/A	N/A	20,746,638	20,746,638	-	N/A	AAAm	NR	0.06%	41	602-03
CAMP Cash Reserve Portfolio - Coronado Bridge Toll Funds	N/A	N/A	277,424	277,424	-	N/A	AAAm	NR	0.06%	41	602-04
CAMP Cash Reserve Portfolio (SANDAG SR-125) - Extraordinary Reserve	N/A	N/A	7,404,064	7,404,064	-	N/A	AAAm	NR	0.06%	41	602-05
CAMP Cash Reserve Portfolio (I-15 FasTrak®)	N/A	N/A	619,213	619,213	-	N/A	AAAm	NR	0.06%	41	5-30
CAMP Cash Reserve Portfolio (RTC) - 2008 Bond Reserve	N/A	N/A	88,965	88,965	-	N/A	AAAm	NR	0.06%	41	5-37
CAMP Cash Reserve Portfolio (RTC) - 2008 Bond Ser A Principal	N/A	N/A	1	1	-	N/A	AAAm	NR	0.06%	41	5-38
CAMP Cash Reserve Portfolio (RTC) - 2008 Bond Ser B Principal	N/A	N/A	1	1	-	N/A	AAAm	NR	0.06%	41	5-39
CAMP Cash Reserve Portfolio (RTC) - 2008 Bond Ser C Principal	N/A	N/A	1	1	-	N/A	AAAm	NR	0.06%	41	5-40
CAMP Cash Reserve Portfolio (RTC) - 2008 Bond Ser D Principal	N/A	N/A	1	1	-	N/A	AAAm	NR	0.06%	41	5-41
CAMP Cash Reserve Portfolio (RTC) - 2010 Bond Ser B Principal	N/A	N/A	155,037	155,037	-	N/A	AAAm	NR	0.06%	41	5-46
CAMP Cash Reserve Portfolio (RTC) - 2010 Bond Ser B Interest	N/A	N/A	89,751	89,751	-	N/A	AAAm	NR	0.06%	41	5-47
CAMP Cash Reserve Portfolio (RTC) - 2010 Bond Ser A Interest	N/A	N/A	5,009,775	5,009,775	-	N/A	AAAm	NR	0.06%	41	5-49
CAMP Cash Reserve Portfolio (RTC) - 2012 Bond Project	N/A	N/A	45	45	-	N/A	AAAm	NR	0.06%	41	5-50

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of June 30, 2014

Investment	Purchase Date	Maturity Date	Book Value	Market Value	Unrealized Gain / (Loss)	Par Value	S&P Rating	Moody's Rating	Yield on Cost	Wtd. Avg.	
										Days to Maturity	
CAMP Cash Reserve Portfolio (RTC) - 2012 Bond Interest	N/A	N/A	4,667,116	4,667,116	-	N/A	AAAm	NR	0.06%	41	5-51
CAMP Cash Reserve Portfolio (RTC) - 2012 Bond Principal	N/A	N/A	3,718,439	3,718,439	-	N/A	AAAm	NR	0.06%	41	5-52
CAMP Cash Reserve Portfolio (RTC) - Sales Tax	N/A	N/A	58,628,861	58,628,861	-	N/A	AAAm	NR	0.06%	41	595-00
CAMP Cash Reserve Portfolio - Wetland Mitigation (RTC)	N/A	N/A	290,818	290,818	-	N/A	AAAm	NR	0.06%	41	595-01
CAMP Cash Reserve Portfolio - Sage Hill Endowment (RTC)	N/A	N/A	63,731	63,731	-	N/A	AAAm	NR	0.06%	41	595-02
BNY Mellon Cash Reserve TransNet Extension (RTC)	N/A	N/A	2,767,632	2,767,632	-	N/A	NR	NR	0.01%	1	503098
Total money market accounts and funds			\$ 175,681,278	\$ 175,687,280	\$ 6,003	N/A			0.19%	146	
Total cash and cash equivalents			\$ 183,537,757	\$ 183,543,760	\$ 6,003	N/A			N/A	140	
Investments:											
State of CA Local Agency Investment Fund:											
LAIF - TransNet (RTC)	N/A	N/A	\$ 48,289,606	\$ 48,304,032	\$ 14,427	N/A	NR	NR	0.23%	232	8037006
LAIF - SANDAG	N/A	N/A	4,862,145	4,863,597	1,453	N/A	NR	NR	0.23%	232	8037008
Total State of CA Local Agency Investment Fund			\$ 53,151,751	\$ 53,167,630	\$ 15,880	N/A			0.23%	232	
U.S. Agencies:											
Fannie Mae Global Notes	06/13/2012	10/30/2014	\$ 17,145,449	\$ 17,101,323	\$ (44,125)	\$ 17,070,000	AA+	Aaa	0.44%	122	12512456
FNMA	09/30/2013	04/27/2017	107,836	108,544	708	108,000	AA+	AAA	1.12%	1,032	133890033
US Treasury Notes	02/07/2014	07/31/2015	4,194,012	4,170,791	(23,221)	4,100,000	AA+	Aaa	0.20%	396	12512454
US Treasury Notes	11/30/2012	11/15/2015	1,262,329	1,191,006	(71,323)	1,125,000	AA+	Aaa	0.35%	503	12512454
US Treasury Notes	04/11/2013	04/30/2016	598,678	586,788	(11,890)	570,000	AA+	Aaa	0.34%	670	12512454
US Treasury Notes	04/11/2014	05/31/2016	359,434	358,859	(574)	350,000	AA+	Aaa	0.48%	701	12512454
US Treasury Notes	05/31/2013	05/31/2016	777,393	768,984	(8,409)	750,000	AA+	Aaa	0.52%	701	12512454
US Treasury Notes	05/15/2013	06/30/2016	1,278,960	1,240,268	(38,692)	1,175,000	AA+	Aaa	0.40%	731	12512454
US Treasury Notes	06/05/2014	07/31/2016	4,090,625	4,083,124	(7,501)	4,000,000	AA+	Aaa	0.44%	762	12512454
US Treasury Notes	02/07/2014	07/31/2016	4,203,301	4,185,202	(18,099)	4,100,000	AA+	Aaa	0.48%	762	12512454
US Treasury Notes	08/30/2013	08/31/2016	1,649,033	1,656,912	7,879	1,640,000	AA+	Aaa	0.81%	793	12512454
US Treasury Notes	02/28/2014	09/30/2016	5,954,813	5,907,563	(47,250)	5,600,000	AA+	Aaa	0.53%	823	12512454
US Treasury Notes	06/05/2014	10/31/2016	4,043,281	4,037,500	(5,781)	4,000,000	AA+	Aaa	0.55%	854	12512454
US Treasury Notes	12/03/2013	11/30/2016	2,734,030	2,726,726	(7,304)	2,710,000	AA+	Aaa	0.58%	884	12512454
US Treasury Notes	11/01/2013	11/30/2016	5,636,486	5,564,717	(71,769)	5,295,000	AA+	Aaa	0.63%	884	12512454
US Treasury Notes	06/05/2014	05/31/2017	3,549,640	3,546,292	(3,348)	3,570,000	AA+	Aaa	0.82%	1,066	12512454
FHLMC Global Reference Notes	04/05/2013	07/17/2015	1,823,640	1,742,949	(80,691)	1,670,000	AA+	Aaa	0.33%	382	12512454
FHLMC Global Reference Notes	04/04/2013	07/17/2015	2,445,699	2,337,848	(107,852)	2,240,000	AA+	Aaa	0.34%	382	12512454
Federal Home Loan Bank Global Notes	08/09/2013	08/28/2015	1,384,945	1,388,000	3,055	1,385,000	AA+	Aaa	0.38%	424	12512454
Freddie Mac Global Notes	07/31/2012	08/28/2015	2,402,784	2,408,239	5,455	2,400,000	AA+	Aaa	0.46%	424	12512454
FHLB (callable) Global Notes	12/30/2013	12/30/2015	3,348,995	3,350,422	1,427	3,350,000	AA+	Aaa	0.39%	548	12512454
Federal Home Loan Bank Global Notes	03/18/2014	02/19/2016	2,800,028	2,800,190	162	2,800,000	AA+	Aaa	0.37%	599	12512454
Federal Home Loan Bank Global Notes	02/07/2014	02/19/2016	4,100,246	4,100,279	33	4,100,000	AA+	Aaa	0.37%	599	12512454
Fannie Mae Global Notes	08/30/2013	03/30/2016	3,729,750	3,756,390	26,640	3,750,000	AA+	Aaa	0.71%	639	12512454
FNMA Notes	10/03/2013	09/28/2016	1,451,459	1,450,978	(481)	1,430,000	AA+	Aaa	0.74%	821	12512454
FNMA Notes	10/03/2013	09/28/2016	1,542,466	1,542,298	(167)	1,520,000	AA+	Aaa	0.75%	821	12512454
FEDERAL HOME LOAN BANKS (CALLABLE)	04/04/2014	03/27/2017	2,107,914	2,106,859	(1,055)	2,085,000	AA+	Aaa	1.25%	1,001	12512454
FHLB GLOBAL NOTE (CALLABLE)	04/28/2014	04/28/2017	621,827	621,803	(24)	615,000	AA+	Aaa	1.25%	1,033	12512454
Fannie Mae Global Notes	09/20/2013	10/15/2015	876,169	852,618	(23,551)	810,000	AA+	Aaa	0.41%	472	12512455
US Treasury	08/26/2011	10/31/2015	1,788,965	1,774,609	(14,356)	1,750,000	AA+	Aaa	0.71%	488	503098
US Treasury	04/22/2014	05/31/2016	5,647,813	5,638,787	(9,026)	5,500,000	AA+	Aaa	0.47%	701	503098
US Treasury	08/12/2011	07/31/2016	3,078,750	3,062,109	(16,641)	3,000,000	AA+	Aaa	0.96%	762	503098
US Treasury	05/23/2014	11/15/2016	3,003,281	3,000,468	(2,813)	3,000,000	AA+	Aaa	0.58%	868	503098
US Treasury	06/03/2014	11/15/2016	1,401,094	1,400,218	(875)	1,400,000	AA+	Aaa	0.59%	868	503098
US Treasury	06/06/2014	03/31/2017	3,020,625	3,017,343	(3,282)	3,000,000	AA+	Aaa	0.75%	1,005	503098

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of June 30, 2014

Investment	Purchase Date	Maturity Date	Book Value	Market Value	Unrealized Gain / (Loss)	Par Value	S&P Rating	Moody's Rating	Yield on Cost	Wtd. Avg.	
										Days to Maturity	
Private Expt Fdg Corp (PEFCO)	09/10/2013	10/15/2014	2,604,255	2,546,943	(57,312)	2,526,000	AA+	Aaa	0.22%	107	503098
Private Expt Fdg Corp (PEFCO)	09/18/2013	05/15/2015	2,624,886	2,547,249	(77,637)	2,455,000	AA+	Aaa	0.36%	319	503098
Private Expt Fdg Corp (PEFCO)	08/21/2013	02/15/2017	3,023,010	3,038,049	15,039	3,000,000	AA+	Aaa	1.15%	961	503098
FHLMC	09/16/2011	08/20/2014	3,037,470	3,003,669	(33,801)	3,000,000	AA+	Aaa	0.57%	51	503098
FHLMC	10/17/2011	08/20/2014	3,020,010	3,003,669	(16,341)	3,000,000	AA+	Aaa	0.76%	51	503098
FNMA	07/29/2011	09/08/2014	2,030,524	2,005,172	(25,352)	2,000,000	AA+	Aaa	1.00%	70	503098
FNMA	08/04/2011	09/08/2014	2,041,940	2,005,172	(36,768)	2,000,000	AA+	Aaa	0.81%	70	503098
FHLB	08/11/2011	06/12/2015	2,156,240	2,050,908	(105,332)	2,000,000	AA+	Aaa	0.80%	347	503098
FHLMC	08/19/2013	08/19/2015	9,505,510	9,503,952	(1,558)	9,500,000	AA+	Aaa	0.44%	415	503098
FNMA	03/19/2012	10/26/2015	1,282,750	1,272,176	(10,574)	1,250,000	AA+	Aaa	0.88%	483	503098
FNMA	03/11/2013	03/11/2016	3,016,770	3,002,991	(13,779)	3,000,000	AA+	Aaa	0.38%	620	503098
FNMA	03/28/2014	07/05/2016	2,986,530	2,985,579	(951)	3,000,000	AA+	Aaa	0.57%	736	503098
FFCB	03/14/2014	09/23/2016	2,005,300	2,004,122	(1,178)	2,000,000	AA-	Aaa	0.58%	816	503098
FNMA	05/14/2013	11/14/2016	7,750,000	7,713,195	(36,805)	7,750,000	AA+	Aaa	0.55%	868	503098
FHLB	04/22/2014	12/09/2016	5,625,180	5,619,185	(5,995)	5,500,000	AA+	Aaa	0.75%	893	503098
FHLMC	01/27/2012	12/19/2016	1,521,150	1,505,240	(15,911)	1,500,000	AA+	Aaa	1.00%	903	503098
FHLB	10/15/2013	03/10/2017	3,183,360	3,207,024	23,664	3,200,000	AA+	Aaa	1.03%	984	503098
FHLMC	08/06/2012	05/12/2017	511,200	505,664	(5,536)	500,000	AA+	Aaa	0.77%	1,047	503098
FHLMC	07/31/2012	06/29/2017	3,025,650	3,006,018	(19,632)	3,000,000	AA+	Aaa	0.82%	1,095	503098
FHLB	03/31/2014	09/13/2017	1,999,400	2,005,982	6,582	2,000,000	AA+	Aaa	1.36%	1,171	503098
FNMA	11/30/2012	09/20/2017	3,508,400	3,490,893	(17,507)	3,500,000	AA+	Aaa	1.00%	1,178	503098
FNMA	12/05/2012	09/20/2017	1,002,750	997,398	(5,352)	1,000,000	AA+	Aaa	1.00%	1,178	503098
FNMA	02/26/2013	09/20/2017	4,004,000	3,989,592	(14,408)	4,000,000	AA+	Aaa	1.00%	1,178	503098
FHLMC	03/27/2014	09/27/2017	2,000,000	1,996,668	(3,332)	2,000,000	AA+	Aaa	1.15%	1,185	503098
FHLMC	01/30/2013	01/12/2018	4,931,800	4,924,370	(7,430)	5,000,000	AA+	Aaa	1.03%	1,292	503098
FAMCA	01/25/2013	01/24/2018	2,499,375	2,486,005	(13,370)	2,500,000	AA+	Aaa	0.94%	1,304	503098
FHLMC	02/26/2013	02/07/2018	2,470,712	2,462,282	(8,430)	2,455,000	AA+	Aaa	1.35%	1,318	503098
FNMA	02/22/2013	02/08/2018	1,989,480	1,969,656	(19,824)	2,000,000	AA+	Aaa	0.98%	1,319	503098
FHLB	03/18/2013	03/09/2018	254,980	250,761	(4,220)	250,000	AA+	Aaa	0.96%	1,348	503098
FNMA	05/29/2013	03/13/2018	3,033,720	3,015,732	(17,988)	3,000,000	AA+	Aaa	0.87%	1,352	503098
FNMA	07/22/2013	03/13/2018	400,760	402,098	1,338	400,000	AA+	Aaa	1.38%	1,352	503098
FNMA	08/09/2013	03/13/2018	600,300	603,146	2,846	600,000	AA+	Aaa	1.47%	1,352	503098
FNMA	06/14/2013	04/03/2018	2,968,800	2,964,021	(4,779)	3,000,000	AA+	Aaa	1.35%	1,373	503098
Total U.S. Agencies			\$ 196,777,959	\$ 195,671,585	\$ (1,106,373)	\$ 193,854,000			0.67%	716	
Corporate Medium Term Notes:											
Gen Electric Cap Corp	07/29/2013	09/15/2017	\$ 164,909	\$ 158,484	\$ (6,426)	\$ 140,000	AA+	A1	4.97%	1,173	133890033
Walt Disney Co Global Notes	11/30/2012	12/01/2015	382,132	385,383	3,251	385,000	A	A2	0.70%	519	12512454
Cisco Systems Inc Global Notes	11/08/2013	02/22/2016	2,304,806	2,242,533	(62,273)	2,075,000	AA-	A1	0.62%	602	12512454
Cisco Systems Inc Global Notes	12/20/2013	02/22/2016	2,309,868	2,258,745	(51,123)	2,090,000	AA-	A1	0.62%	602	12512454
Caterpillar Financial SE Notes	02/28/2013	02/26/2016	649,194	650,698	1,504	650,000	A	A2	0.74%	606	12512454
PepsiCo Inc Global Notes	02/28/2013	02/26/2016	709,752	711,695	1,943	710,000	A-	A1	0.71%	606	12512454
JPMorgan Chase & Co Global Notes	02/26/2013	02/26/2016	1,997,580	2,009,408	11,828	2,000,000	A	A3	1.17%	606	12512454
Apple Inc Global Notes	05/03/2013	05/03/2016	638,842	638,639	(203)	640,000	AA+	Aa1	0.51%	673	12512454
IBM Corp Global Notes (Ex-Callable)	05/07/2013	05/06/2016	2,742,245	2,744,736	2,491	2,750,000	AA-	Aa3	0.55%	676	12512454
Toyota Motor Credit Corp	05/17/2013	05/17/2016	1,099,549	1,106,059	6,510	1,100,000	AA-	Aa3	0.81%	687	12512454
Chevron Corp Global Notes	11/21/2013	06/24/2016	3,529,410	3,529,357	(53)	3,507,000	AA	Aa1	0.64%	725	12512454
General Electric Capital Corp (Floating)	07/12/2013	07/12/2016	2,240,000	2,260,332	20,332	2,240,000	AA+	A1	0.93%	743	12512454
Wells Fargo and Company	07/29/2013	07/20/2016	769,261	776,647	7,387	770,000	A+	A2	1.28%	751	12512454
Berkshire Hathaway Fin Global Notes	10/15/2013	08/15/2016	499,050	502,684	3,634	500,000	AA	Aa2	1.02%	777	12512454
Berkshire Hathaway Fin Global Notes	08/15/2013	08/15/2016	1,419,247	1,427,621	8,374	1,420,000	AA	Aa2	0.97%	777	12512454

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of June 30, 2014

Investment	Purchase Date	Maturity Date	Book Value	Market Value	Unrealized Gain / (Loss)	Par Value	S&P Rating	Moody's Rating	Yield on Cost	Wtd. Avg.	
										Days to Maturity	
American Honda Finance Global Notes	10/10/2013	10/07/2016	1,165,928	1,176,880	10,951	1,170,000	A+	A1	1.24%	830	12512454
Coca-Cola Co/The Global Notes	11/01/2013	11/01/2016	524,396	524,522	126	525,000	AA	Aa3	0.79%	855	12512454
Berkshire Hathaway Fin (FLT) Global Notes	01/10/2014	01/10/2017	900,000	900,227	227	900,000	AA	Aa2	0.39%	925	12512454
Pfizer Inc Global Notes	06/03/2013	01/15/2017	2,695,680	2,701,242	5,562	2,700,000	AA	A1	0.95%	930	12512454
PepsiCo Corp Notes	02/28/2014	02/22/2017	1,493,296	1,492,997	(299)	1,495,000	A-	A1	0.99%	968	12512454
Wal-Mart Stores Inc Corp Notes	04/22/2014	04/21/2017	524,921	526,135	1,213	525,000	AA	Aa2	1.01%	1,026	12512454
Apple Inc Corp Note	05/06/2014	05/05/2017	2,098,887	2,102,835	3,948	2,100,000	AA+	Aa1	1.07%	1,040	12512454
Toyota Motor Credit Corp Note	05/16/2014	05/16/2017	779,587	781,392	1,806	780,000	AA-	Aa3	1.14%	1,051	12512454
The Walt Disney Corporation Corp Note	06/02/2014	05/30/2017	1,192,849	1,190,674	(2,175)	1,195,000	A	A2	0.94%	1,065	12512454
GE Capital	10/16/2012	01/09/2015	1,029,240	1,009,830	(19,410)	1,000,000	AA+	A1	0.82%	193	503098
Berkshire Hathaway Fin Corp	01/26/2012	01/15/2015	4,474,400	4,099,008	(375,392)	4,000,000	AA	Aa2	0.80%	199	503098
IBM Corp	02/07/2012	02/06/2015	3,002,220	3,006,156	3,936	3,000,000	AA-	Aa3	0.53%	221	503098
Pfizer, Inc.	12/06/2013	03/15/2015	1,062,320	1,034,367	(27,953)	1,000,000	AA	A1	0.44%	319	503098
GE Capital	12/23/2011	06/29/2015	1,053,750	1,031,295	(22,455)	1,000,000	AA+	A1	1.91%	364	503098
Wells Fargo	01/24/2014	07/01/2015	2,029,400	2,022,478	(6,922)	2,000,000	A+	A2	0.47%	366	503098
Wal-Mart	01/19/2012	07/08/2015	1,049,330	1,020,139	(29,191)	1,000,000	AA	Aa2	0.81%	373	503098
US Bancorp	10/29/2010	07/27/2015	3,082,440	3,067,140	(15,300)	3,000,000	A+	A1	1.84%	392	503098
GE Capital	12/23/2011	09/21/2015	1,472,581	1,422,302	(50,279)	1,360,000	AA+	A1	2.07%	448	503098
Procter & Gamble	09/20/2011	11/15/2015	2,055,280	2,038,520	(16,760)	2,000,000	AA-	Aa3	1.12%	503	503098
Google Inc.	10/16/2012	05/19/2016	1,053,370	1,030,128	(23,242)	1,000,000	AA	Aa2	0.62%	689	503098
Wells Fargo	04/29/2014	07/20/2016	3,030,540	3,025,656	(4,884)	3,000,000	A+	A2	0.79%	751	503098
Procter & Gamble	12/23/2011	08/15/2016	1,145,143	1,150,469	5,326	1,132,000	AA-	Aa3	1.19%	777	503098
Procter & Gamble	12/23/2011	08/15/2016	734,429	737,845	3,416	726,000	AA-	Aa3	1.19%	777	503098
The Coca-Cola Company	03/04/2014	09/01/2016	2,519,948	2,507,325	(12,622)	2,450,000	AA	Aa3	0.64%	793	503098
Toyota Motor Credit	10/04/2013	01/12/2017	5,420,085	5,428,102	8,017	5,285,000	AA-	Aa3	1.25%	927	503098
Apple Inc.	05/28/2014	05/05/2017	3,011,340	3,003,600	(7,740)	3,000,000	AA+	Aa1	0.92%	1,040	503098
PepsiCo Inc	02/19/2013	08/13/2017	3,004,200	3,009,414	5,214	3,000,000	A-	A1	1.22%	1,140	503098

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of June 30, 2014

Investment	Purchase Date	Maturity Date	Unrealized			S&P Rating	Moody's Rating	Yield on Cost	Wtd. Avg. Days to Maturity		
			Book Value	Market Value	Gain / (Loss)						Par Value
Philip Morris Int'l	12/18/2012	08/21/2017	999,720	996,873	(2,847)	1,000,000	A	A2	1.13%	1,148	503098
IBM Corp	02/03/2014	09/14/2017	3,107,673	3,075,646	(32,027)	2,700,000	AA-	Aa3	1.40%	1,172	503098
Wal-Mart	05/31/2013	02/15/2018	720,498	691,630	(28,868)	600,000	AA	Aa2	1.38%	1,326	503098
Wal-Mart	04/16/2013	04/11/2018	500,215	493,270	(6,946)	500,000	AA	Aa2	1.12%	1,381	503098
Apple Inc.	08/05/2013	05/03/2018	1,925,040	1,955,672	30,632	2,000,000	AA+	Aa1	1.83%	1,403	503098
Total Corporate Medium Notes			\$ 80,314,548	\$ 79,656,787	\$ (657,762)	\$ 78,120,000			1.00%	741	
Commercial Paper:											
Bank of Tokyo Mitsu UFJ Ltd Comm Paper	05/02/2014	08/01/2014	\$ 2,798,514	\$ 2,799,577	\$ 1,064	\$ 2,800,000	A-1	P-1	0.21%	32	12512454
BNP Paribas Finance Inc Comm Paper	02/07/2014	11/03/2014	2,790,585	2,797,687	7,102	2,800,000	A-1	P-1	0.45%	126	12512454
JP Morgan Securities LLC Comm Paper	05/06/2014	11/03/2014	2,796,762	2,798,118	1,356	2,800,000	A-1	P-1	0.23%	126	12512454
ING Funding Comm Paper	04/22/2014	10/22/2014	2,995,425	2,997,891	2,466	3,000,000	A-1	P-1	0.30%	114	503098
ING Funding Comm Paper	05/02/2014	11/03/2014	2,995,529	2,997,522	1,993	3,000,000	A-1	P-1	0.29%	126	503098
Total Commercial Paper			\$ 14,376,815	\$ 14,390,796	\$ 13,981	\$ 14,400,000			0.30%	105	
Municipal Bonds/Notes:											
University of Cal Txbi Revenue Bonds	10/02/2013	05/15/2015	\$ 620,000	\$ 620,849	\$ 849	\$ 620,000	AA	Aa2	0.53%	319	12512454
CA ST Dept of Water Rev Bonds	09/27/2012	12/01/2015	620,000	621,221	1,221	620,000	AAA	Aa1	0.65%	519	12512454
Total Municipal Bonds/Notes			\$ 1,240,000	\$ 1,242,071	\$ 2,071	\$ 1,240,000			0.59%	419	
Certificates of Participation:											
North County Transit District Certificates of Participation	05/01/2014	08/01/2014	\$ 30,575,000	\$ 30,575,000	\$ -	\$ 30,575,000	N/R	A1,A2	0.09%	32	122565015
Total Certificates of Participation			\$ 30,575,000	\$ 30,575,000	\$ -	\$ 30,575,000			0.09%	32	
Total investments			\$ 376,436,073	\$ 374,703,868	\$ (1,732,204)	N/A			0.62%	572	
Total Portfolio:			\$ 559,973,830	\$ 558,247,629	\$ (1,726,201)	N/A			0.48%	430	

Legend:

- Automated Regional Justice Information System (ARJIS)
- Commercial Paper (CP)
- State of California Local Agency Investment Fund (LAIF)
- North County Transit District (NCTD)
- San Diego County Regional Transportation Commission (RTC)



**QUARTERLY PROGRESS REPORT ON TRANSPORTATION
PROJECTS – APRIL THROUGH JUNE 2014**

File Number 150000

Introduction

This quarterly report summarizes the current status of major transit, highway, traffic management, and Transportation Demand Management (TDM) projects in the SANDAG five-year Regional Transportation Improvement Program. The *TransNet* one-half cent local sales tax and other local, state, and federal revenue sources fund these projects. The projects contained in this report have been previously prioritized and are included in the 2050 Regional Transportation Plan. All information shown in bold has changed from the previous quarter; this report will highlight some of those changes. This item is presented to the Board of Directors for information.

Discussion

TransNet Program

Attachment 1 – *TransNet* Extension Quarterly Report – indicates sales tax revenue available for allocation was approximately \$62.8 million in the fourth quarter of FY 2014. Revenue for the fourth quarter of the fiscal year was 5.8 percent lower compared to the third quarter of FY 2014 (\$66.7 million); in contrast, it was approximately 2.6 percent higher than the fourth quarter of last fiscal year (\$61.2 million). Revenues received for FY 2014 were approximately \$260.1 million, which is 5 percent higher than received for FY 2013 (\$247.2 million)

Transit Projects

Attachment 2 – Transit Projects – provides cost and schedule information on the major transit and rail projects in the San Diego region. The accompanying map (Attachment 3 – Major Transit Projects) locates these projects.

SuperLoop – Phase 2 (Project No. 1): At its meeting in May 2014, the Board of Directors approved a budget amendment to this project, which included approximately \$685,000 from UC San Diego as a contribution to constructing the Gilman Transit Center. This second phase of the SuperLoop Project will include eight new bus bays to accommodate SuperLoop service, Metropolitan Transit System (MTS) and North County Transit District (NCTD) local and express bus routes, UC San Diego shuttle bus service, and the future Mira Mesa Bus Rapid Transit service. The project is now complete and began service on September 15, 2014.

Mid-City Rapid Bus: Downtown to SDSU (Project No. 5): The construction of the Mid-City bus stations has been completed. This project will be a high-speed, limited-stop transit service between San Diego State University and Downtown San Diego along El Cajon and Park Boulevards. This project includes new stations with customized shelters, dedicated bus lanes, a signal priority system, and low-floor, natural gas-powered vehicles. This new service, *Rapid 215*, is scheduled to begin service on October 12, 2014, and will include 17 transit stations. It will travel from Santa Fe Depot east to City College, north past Naval Hospital San Diego along Park Boulevard, and east along El Cajon Boulevard, ultimately ending at San Diego State University's Transit Plaza.

Santa Margarita River Bridge (Project No. 11): On April 18, 2014, the Santa Margarita River Bridge was completed and opened to rail traffic. This project replaced the existing single-track bridge with a new double-track bridge. The project also added nearly one mile of second main track to the bridge approach creating a continuous 4.5-mile section of double track. Several unanticipated circumstances and events resulted in impacts to the overall project schedule and cost, causing a year long delay to the completion of this project. The completion of this project provides more operational flexibility by allowing trains to meet and pass, improving on-time performance.

Active Transportation Projects

Attachment 4 – Active Transportation Projects (includes projects related to bicycle, pedestrian, and access to transit infrastructure) – provides cost and schedule information on the active transportation projects in the San Diego region. The accompanying map (Attachment 5 – Major Active Transportation Projects) locates these projects.

Bayshore Bikeway – Segment 4 (Project No. 34): The construction contract for Segment 4 of the Bayshore Bikeway was awarded on August 22, 2014. This segment will construct approximately 0.6-miles of new bike path from 32nd Street and Harbor Drive to Vesta Street in the City of San Diego. Although Segments 4 and 5 are funded together in the FY 2015 Budget, these two segments will be constructed separately due to schedule differences. Segment 5, which will construct the remaining 2.2-miles of bike path, requires further negotiations with Burlington Northern and Santa Fe Railway for locations where the bike path crosses over rail right-of-way.

Sweetwater Bikeway – Plaza Bonita Segment (Project No. 38): The construction contract for this project is scheduled to be awarded by October 2014, which will construct 0.5-miles of Class I bike path on Plaza Bonita Road from Bonita Mesa Road to south of Sweetwater Road. This \$1.9 million project is funded with a combination of federal Transportation Enhancement and *TransNet* Bicycle, Pedestrian, and Neighborhood Safety funding and is anticipated to be open to users by spring 2015.

Express/High Occupancy Vehicle Lanes and Direct Access Ramp Projects

Attachment 6 – Express/High Occupancy Vehicle (HOV) Lanes and Direct Access Ramp (DAR) Projects – provides cost and schedule information on the major highway projects in the San Diego region. The accompanying map (Attachment 7 – Express/HOV lanes and DAR Projects) locates these projects.

Interstate 15 Mira Mesa Direct Access Ramp (Project No. 52): The open to traffic date for this project has been revised to October 2014. The Mira Mesa DAR will link the Interstate 15 (I-15) Express Lanes to Hillery Drive, adjacent to the Miramar College Transit Station. The new Miramar

College Transit Station will include enhanced bus staging areas, shelters, and next bus notification signage.

Highway Projects

Attachment 8 – Highway Projects – provides cost and schedule information on the major highway projects in the San Diego region. The accompanying map (Attachment 9 – Major Highway Projects) locates these projects.

State Route 76 East Widening (Phase 2) (Project No. 65): In July 2014, the construction contract for this project was awarded and construction is scheduled to begin mid-September. The State Route 76 (SR 76) East Segment is the final segment in a series of three improvement projects to the SR 76 corridor located between I-15 and Interstate 5. Construction of the eastern section of this *TransNet* Early Action Program “lock box” project will widen and realign SR 76 to a four-lane highway from just east of South Mission Road to the newly improved SR 76/I-15 interchange. In support of that project, pre-construction work efforts such as clearing dense brush and trees began in February 2014. The open to traffic date is estimated to be winter 2017.

Traffic Management and Intelligent Transportation System

Attachment 10 – Traffic Management and Intelligent Transportation System Projects (ITS) – provides cost and schedule information on the major traffic management and ITS projects in the San Diego region.

iCommute Program: iCommute is the TDM Program of SANDAG. The iCommute Program provides convenient transportation choices that reduce auto dependency, vehicle energy consumption, and polluting emissions, while saving commuters time and money by providing free ride-matching services, the Regional Vanpool Program, transit solutions, bicycle encouragement programs, the Guaranteed Ride Home Program, SchoolPool, and support for teleworking. During the fourth quarter, iCommute programs contributed to reducing approximately 32 million pounds of carbon dioxide and saving an estimated 1.5 million gallons of fuel by reducing approximately 35.1 million vehicle miles traveled.

Community Outreach: iCommute actively promotes TDM programs to employers, schools, and commuters region wide. The employer outreach team met with 88 employers and schools last quarter for outreach events, National Bike Month activities, and meetings to offer support for implementing or expanding commuter programs for their employees.

National Bike Month (May 2014): Bike to Work Day occurred on May 30, 2014, which was postponed due to wildfires occurring throughout the region. More than 8,600 cyclists commuted by bicycle on Bike to Work Day, which was the highest participation to date. Significant environmental and health benefits were generated by more than 272,000 bicycle miles logged, which equates to nearly 11,800 gallons of gas saved. This year, 59 organizations representing more than 54,000 employees competed for the most bicycle trips during the week leading up to Bike to Work Day, and awards were given to 6 different companies, which include Solar Turbines and UC San Diego.

SANDAG Regional Vanpool Program: The number of vanpools decreased from last quarter, decreasing from 721 vans last quarter to 708 vans this quarter, with more than 5,500 passengers. This decrease is largely attributed to military deployments, driver retirements, and vanpool member

work schedule changes. Despite the drop in the total vanpools, the vanpool program reduced nearly 90,000 single occupant vehicle trips and over 33.5 million vehicle miles this quarter.

511 Services: Sunday, May 11, 2014, was proclaimed 511 Day to support awareness of the 511 phone and website systems in conjunction with the launch of the 511 San Diego mobile application. The launch of this application is another project from the multimodal I-15 Integrated Corridor Management (ICM) Project, wherein San Diego was chosen as one of two pilot sites in the nation to develop, implement, and operate an ICM system to improve I-15 Corridor travel times and reliability.

The 511 application provides real-time access to traveler information supplied by Caltrans and MTS, along with roadway information from the cities of San Diego, Escondido, and Poway, which include maps with current traffic conditions, latest incident information, current toll rates for the I-15 Express Lanes, estimated travel times, congestion information, and special event information. Future updates to the application will include transit arrival times, NCTD transit information, and a “my commute” feature, which will allow users to program their route(s) to receive customized alerts at their chosen travel time.

During the fourth quarter of FY 2014, 511 received approximately 93,000 calls. The most requested option continues to be “Traffic Conditions,” which accounted for approximately 32 percent of total calls this quarter. The 511 service continues to be utilized as a one-stop resource that consolidates San Diego region transportation information into easily accessible phone and website systems.

The 511 web portal page views averaged 2,200 per day; the 511 traffic page averaged 1,100 page views per day. The transit page continues to be the most heavily visited 511-related page, amounting to 43 percent of total visits for the quarter.

Freeway Service Patrol

Attachment 11 – Freeway Service Patrol (FSP) Assists Map – summarizes the number of assists by the FSP. The FSP trucks patrol approximately 242 miles of San Diego freeways, as shown in Attachment 11. The FSP trucks operate during weekday peak periods from 5:30 to 9:30 a.m. and from 3 to 7 p.m., excluding holidays. A pilot expansion, which began in 2012, increased FSP operations beyond peak periods to help stranded motorists during midday from 10 a.m. to 2 p.m. along Interstates 5, 8, 15, and 805.

In addition, weekend FSP service is available in most of the region from 10 a.m. to 6 p.m. The pilot expansion will continue as long as funds are available. Findings from the pilot will enable SANDAG to further fine-tune the program to improve efficiency. During the fourth quarter of FY 2014, this program assisted approximately 26,000 motorists, an increase of 13 percent over last quarter (23,000 assists), which includes approximately 3,100 motorists during weekend beats – a 6.8 percent increase from last quarter (2,900 motorists) in the San Diego region.

GARY L. GALLEGOS
Executive Director

- Attachments:
1. *TransNet* Extension Quarterly Report
 2. Transit Projects
 3. Major Transit Projects (map)
 4. Active Transportation Projects
 5. Major Active Transportation Projects (map)
 6. Express/HOV Lanes and DARs Projects
 7. Major Express/HOV Lanes and DARs Projects (map)
 8. Highway Projects
 9. Major Highway Projects (map)
 10. Traffic Management and Intelligent Transportation System Projects
 11. Freeway Service Patrol Assists (map)

Key Staff Contact: Michelle Smith, (619) 595-5608, michelle.smith@sandag.org

TransNet EXTENSION QUARTERLY REPORT

FISCAL YEAR: FY 2014 QUARTER: 4												
PROGRAM & RECIPIENT	TransNet Allocations					Fund Disbursements						
	Sales Tax Allocations			Other Income ¹	Total Allocation	Program Disbursements ²			Debt Service ³			Total Disbursements
	This Quarter	FY to Date	Program to Date	Program to Date	Program to Date	This Quarter	FY to Date	Program to Date	This Quarter	FY to Date	Program to Date	Program to Date
SANDAG Admin	\$628,190	\$2,601,149	\$13,917,703	\$138,567	\$14,056,270	\$(431,782)	\$(2,624,782)	\$(13,542,255)	\$0	\$0	\$0	\$(13,542,255)
ITOC	\$0	\$0	\$1,348,842	\$18,118	\$1,366,960	\$(6,150)	\$(95,857)	\$(1,007,417)	\$0	\$0	\$0	\$(1,007,417)
Bicycle/Pedestrian/Neighborhood Safety	\$1,256,380	\$5,202,299	\$27,835,407	\$3,497,914	\$31,333,321	\$(2,484,071)	\$(5,271,644)	\$(15,840,586)	\$0	\$0	\$0	\$(15,840,586)
Major Corridor Capital Projects	\$23,155,077	\$95,878,363	\$512,493,983	\$(43,730,104)	\$468,763,879	\$(89,436,880)	\$(252,867,677)	\$(1,450,526,069)	\$(11,054,506)	\$(58,052,632)	\$(362,673,396)	\$(1,813,199,465)
Major Corridor Project EMP	\$2,681,114	\$11,101,705	\$59,341,409	\$(42,025)	\$59,299,384	\$(13,687,849)	\$(18,420,870)	\$(145,295,645)	\$(2,753,219)	\$(5,589,324)	\$(87,617,021)	\$(232,912,666)
Local Project EMP	\$1,096,819	\$4,541,607	\$24,276,031	\$566,474	\$24,842,505	\$(721)	\$(4,697)	\$(7,928,540)	\$0	\$0	\$0	\$(7,928,540)
Smart Growth Incentive Program	\$1,279,623	\$5,298,541	\$28,322,036	\$606,969	\$28,929,005	\$(473,981)	\$(341,382)	\$(6,368,165)	\$0	\$0	\$0	\$(6,368,165)
Local Streets and Roads												
City of Carlsbad	\$623,018	\$2,579,143	\$13,552,468	\$7,930,831	\$21,483,299	\$(662,107)	\$(2,114,350)	\$(6,133,440)	\$0	\$0	\$0	\$(6,133,440)
City of Chula Vista	\$1,280,287	\$5,301,954	\$26,810,034	\$4,042,805	\$30,852,839	\$(914,516)	\$(919,175)	\$(16,379,339)	\$0	\$0	\$0	\$(16,379,339)
City of Coronado	\$131,059	\$541,144	\$2,924,718	\$806,785	\$3,731,503	\$(95,079)	\$(470,514)	\$(2,609,212)	\$0	\$0	\$0	\$(2,609,212)
City of Del Mar	\$49,874	\$204,829	\$1,069,772	\$161,912	\$1,231,684	\$(774,900)	\$(908,739)	\$(1,934,973)	\$(206)	\$(206)	\$(206)	\$(1,935,179)
City of El Cajon	\$532,261	\$2,203,170	\$11,616,084	\$2,244,583	\$13,860,667	\$(638,046)	\$(2,024,956)	\$(11,067,977)	\$0	\$0	\$0	\$(11,067,977)
City of Encinitas	\$360,700	\$1,492,457	\$8,240,423	\$3,499,700	\$11,740,123	\$(7,632)	\$(698,480)	\$(6,236,748)	\$0	\$0	\$0	\$(6,236,748)
City of Escondido	\$780,048	\$3,229,657	\$17,132,148	\$4,704,914	\$21,837,062	\$(2,100,511)	\$(3,103,331)	\$(9,455,216)	\$0	\$0	\$0	\$(9,455,216)
City of Imperial Beach	\$154,624	\$638,766	\$3,542,811	\$549,999	\$4,092,810	\$(631,194)	\$(631,717)	\$(3,570,471)	\$0	\$0	\$0	\$(3,570,471)
City of La Mesa	\$343,220	\$1,420,046	\$7,552,568	\$3,229,696	\$10,782,264	\$(407,620)	\$(1,687,436)	\$(9,081,074)	\$(132,709)	\$(532,911)	\$(1,053,501)	\$(1,134,575)
City of Lemon Grove	\$159,311	\$658,182	\$3,502,987	\$541,619	\$4,044,606	\$(400,801)	\$(1,133,478)	\$(2,285,399)	\$0	\$0	\$0	\$(2,285,399)
City of National City	\$309,047	\$1,278,481	\$6,806,946	\$1,081,713	\$7,888,659	\$(2,509,824)	\$(2,510,914)	\$(9,536,195)	\$(96,604)	\$(382,929)	\$(6,042,187)	\$(15,578,382)
City of Oceanside	\$1,005,506	\$4,163,640	\$22,629,660	\$8,222,664	\$30,852,324	\$(11,862)	\$(15,510)	\$(19,268,249)	\$0	\$0	\$0	\$(19,268,249)
City of Poway	\$330,393	\$1,366,910	\$7,517,578	\$1,141,527	\$8,659,105	\$(554,612)	\$(1,371,780)	\$(8,486,021)	\$0	\$0	\$0	\$(8,486,021)
City of San Diego	\$6,979,960	\$28,913,515	\$155,833,511	\$24,341,438	\$180,174,949	\$(13,117,137)	\$(24,559,406)	\$(126,514,937)	\$0	\$0	\$0	\$(126,514,937)
City of San Marcos	\$460,603	\$1,906,319	\$10,021,834	\$2,904,414	\$12,926,248	\$(890,609)	\$(5,667,285)	\$(22,160,883)	\$(76,562)	\$1,063,244	\$(2,103,540)	\$(24,264,423)
City of Santee	\$313,057	\$1,295,094	\$7,101,114	\$1,058,048	\$8,159,162	\$(23,707)	\$(2,408,356)	\$(12,396,581)	\$(148,659)	\$(592,801)	\$(6,323,638)	\$(18,720,219)
City of Solana Beach	\$97,396	\$401,691	\$2,214,383	\$427,783	\$2,642,166	\$(1,743,705)	\$(6,659,883)	\$(6,710,961)	\$(28,466)	\$(217,886)	\$(837,135)	\$(7,548,096)

PROGRAM & RECIPIENT	TransNet Allocations					Fund Disbursements						
	Sales Tax Allocations			Other Income ¹	Total Allocation	Program Disbursements ²			Debt Service ³			Total Disbursements
	This Quarter	FY to Date	Program to Date	Program to Date	Program to Date	This Quarter	FY to Date	Program to Date	This Quarter	FY to Date	Program to Date	Program to Date
City of Vista	\$499,428	\$2,067,156	\$11,099,152	\$3,509,351	\$14,608,503	\$(669,175)	\$(933,991)	\$(8,327,714)	\$0	\$0	\$0	\$(8,327,714)
San Diego County	\$3,322,120	\$13,760,487	\$73,294,304	\$12,849,445	\$86,143,749	\$(1,031,706)	\$(2,492,864)	\$(71,009,880)	\$(333,856)	\$(1,290,671)	\$(8,122,225)	\$(79,132,105)
Total Local Streets and Roads	\$17,731,912	\$73,422,641	\$392,462,495	\$83,249,227	\$475,711,722	\$(27,184,743)	\$(60,312,165)	\$(353,165,270)	\$(817,062)	\$(1,954,160)	\$(24,482,432)	\$(377,647,702)
Transit Services												
MTS	\$6,901,937	\$28,578,892	\$152,680,817	\$240,182	\$152,920,999	\$(7,221,215)	\$(26,329,160)	\$(150,533,915)	\$0	\$0	\$0	\$(150,533,915)
NCTD	\$2,825,480	\$11,699,482	\$62,617,231	\$119,328	\$62,736,559	\$(3,831,321)	\$(11,650,675)	\$(61,948,663)	\$(31,733)	\$(141,750)	\$(754,407)	\$(62,703,070)
Senior Grant Program	\$326,761	\$1,353,020	\$7,232,234	\$77,596	\$7,309,830	\$(704,872)	\$(1,349,586)	\$(5,837,421)	\$0	\$0	\$0	\$(5,837,421)
Total Transit Services	\$10,054,178	\$41,631,394	\$222,530,282	\$437,106	\$222,967,388	\$(11,757,408)	\$(39,329,421)	\$(218,319,999)	\$(31,733)	\$(141,750)	\$(754,407)	\$(219,074,406)
New Major Corridor Transit Operations	\$4,935,687	\$20,437,230	\$109,242,139	\$2,471,919	\$111,714,058	\$(257,273)	\$(2,708,967)	\$(11,469,279)	\$0	\$0	\$0	\$(11,469,279)
TOTAL TRANSNET EXTENSION	\$62,818,980	\$260,114,929	\$1,391,770,327	\$47,214,165	\$1,438,984,492	\$(145,720,858)	\$(381,977,462)	\$(2,223,463,225)	\$(14,656,520)	\$(65,737,866)	\$(475,527,256)	\$(2,698,990,481)

Commercial Paper Program Activity

PROGRAM & RECIPIENT	Commercial Paper Disbursements	
	FY to Date	Program to Date
City of National City	\$0	\$(4,500,000)
City of Santee	\$0	\$(3,950,000)
NCTD	\$0	\$(34,000,000)
City of La Mesa	\$0	\$(2,500,000)
City of Del Mar	\$(704,000)	\$(704,000)
Major Corridor Capital Projects	\$(29,318,000)	\$(29,318,000)
Major Corridor Project EMP	\$(10,704,000)	\$(10,704,000)
Total CP Disbursements	\$(40,726,000)	\$(85,676,000)

PROGRAM & RECIPIENT	Commercial Paper Program Availability			
	Prior Years	Current Repayment	FY to Date	Program to Date
CP Program	\$75,000,000	\$0	\$0	\$75,000,000
NCTD	\$(31,775,000)	\$0	\$1,200,000	\$(30,575,000)
City of La Mesa	\$(2,005,000)	\$0	\$305,000	\$(1,700,000)
City of Del Mar	\$0	\$0	\$(1,200,000)	\$(1,200,000)
Major Corridor Capital Projects	\$0	\$0	\$(29,318,000)	\$(29,318,000)
Major Corridor Project EMP	\$0	\$0	\$(10,704,000)	\$(10,704,000)
CP AVAILABLE FOR ISSUANCE	\$41,220,000	\$0	\$(39,717,000)	\$1,503,000

2008 ABCD Sales Tax Revenue Bond Activity - \$600,000,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements ^{4,5}			
	Prior Years	This Quarter	FY to Date	Program to Date
San Diego County	\$16,893,500	\$0	\$0	\$16,893,500
Major Corridor Capital Projects	\$392,721,119	\$0	\$0	\$392,721,119
Major Corridor Project EMP	\$45,517,182	\$0	\$0	\$45,517,182
<i>Total 2008 Bond Disbursement</i>	\$455,131,801	\$0	\$0	\$455,131,801

Other Activity				
PROGRAM & RECIPIENT	Sales Tax Revenue Transfers for EMP Debt Service Payments			
	Prior Years	This Quarter	FY to Date	Program to Date
Major Corridor Capital Projects	\$135,067	\$(1,720,083)	\$2,988,121	\$3,123,188
Major Corridor Project EMP	\$(135,067)	\$1,720,083	\$(2,988,121)	\$(3,123,188)
<i>Total Other Activity</i>	\$0	\$0	\$0	\$0

2010 A Sales Tax Revenue Bond Activity - \$338,960,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements			
	Prior Years	This Quarter	FY to Date	Program to Date
City of San Marcos	\$12,677,102	\$0	\$2,576,711	\$15,253,813
City of Solana Beach	\$45,342	\$1,307,167	\$5,469,723	\$5,515,065
Major Corridor Capital Projects	\$260,766,526	\$14,866,000	\$14,866,000	\$275,632,526
Major Corridor Project EMP	\$43,956,923	\$0	\$0	\$43,956,923
<i>Total 2010 A Bond Disbursement</i>	\$317,445,893	\$16,173,167	\$22,912,434	\$340,358,327

2010 B Sales Tax Revenue Bond Activity - \$11,040,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements			
	Prior Years	This Quarter	FY to Date	Program to Date
City of National City	\$3,383,956	\$0	\$0	\$3,383,956
City of Santee	\$8,288,299	\$0	\$231,545	\$8,519,844
<i>Total 2010 B Bond Disbursement</i>	\$11,672,255	\$0	\$231,545	\$11,903,800

2012 A Sales Tax Revenue Bond Activity - \$420,585,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements ⁵			
	Prior Years	This Quarter	FY to Date	Program to Date
San Diego County	\$5,525,913	\$0	\$0	\$5,525,913
Major Corridor Capital Projects	\$125,077,726	\$29,415,027	\$198,675,651	\$323,753,377
Major Corridor Project EMP	\$0	\$1,335,950	\$5,750,169	\$5,750,169
<i>Total 2012 A Bond Disbursement</i>	\$130,603,639	\$30,750,977	\$204,425,820	\$335,029,459

FOOTNOTES:

1. Other income includes interest revenue, transfers from TransNet I, other non-sales tax revenue, and the one-time swap of Major Corridor Sales Tax Revenue (to LSI Cities and County) for ARRA funds.
2. Program Disbursements include payments to TransNet recipient agencies and program costs, including payments made for Early Action Projects in prior years, and return of funds.
3. Debt Service includes principal and interest payments, including debt payments beginning in March 2008 upon issuance of the 2008 ABCD Sales Tax Revenue Bonds, and other debt service costs net of interest earnings.
4. 2008 Bond Proceeds have been fully disbursed, net of Reserve Requirement of \$17.1 million. The Program to Date total includes interest earnings. The 2008 Bonds were partially defeased with the issuance of the 2012 Bonds on June 14, 2012, thereby reducing the 2008 Bond Proceed Disbursement

Transit Projects

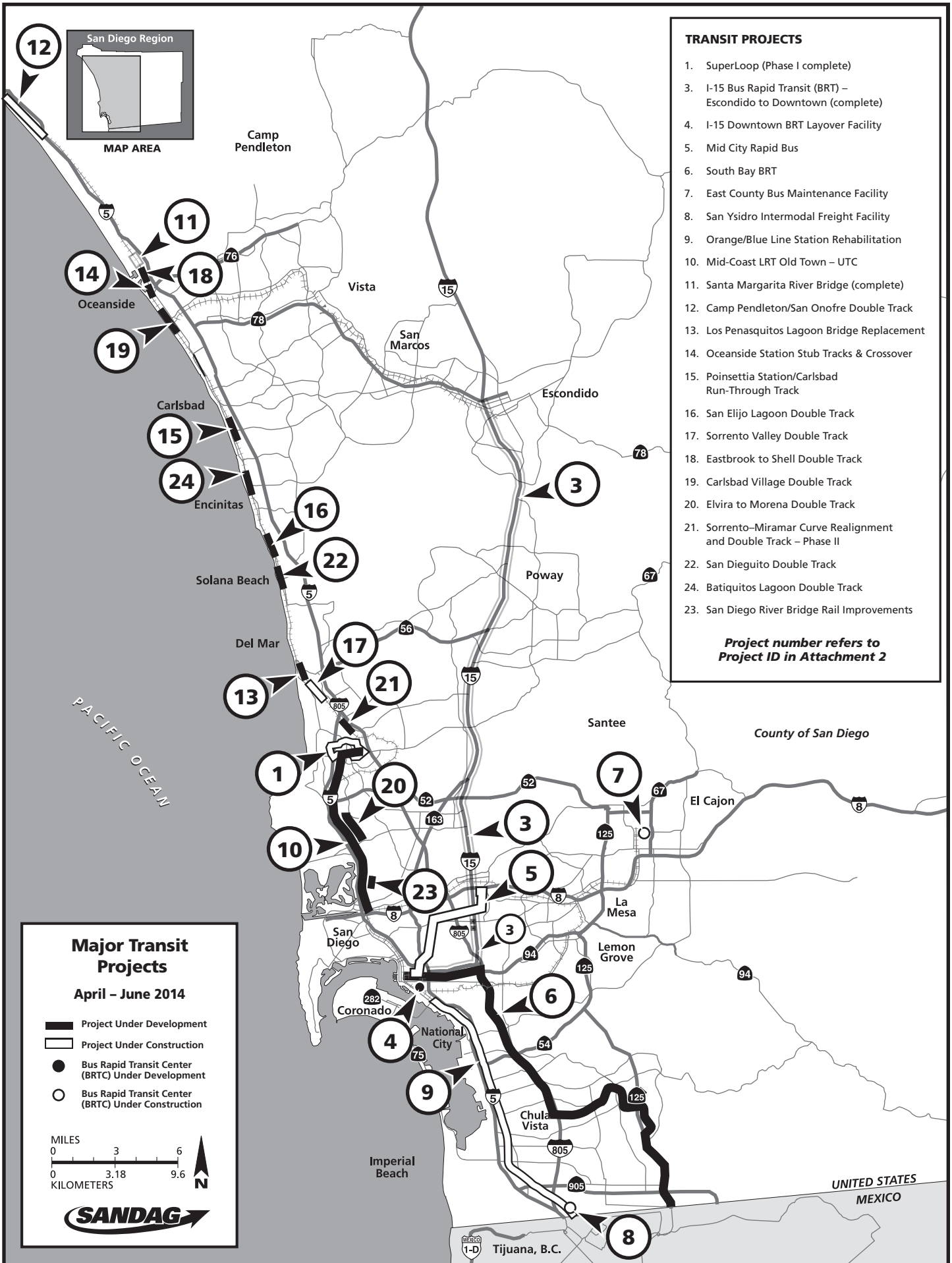
Project Title			Current Status		Total Project				
Project No.	CIP/ MPO ID	Description/Limits	Phase	Estimated Completion Date	Cost and Budget		Schedule		<i>TransNet</i> Funded?
					Approved Budget (\$1,000's)	Cost to Complete (\$1,000's)	Est. Open to Traffic Date	On Schedule?	
1	1041502/ SAN46	SuperLoop Phase 2	Open to Users	Sep-14	\$2,185	\$2,185	2014	Yes	Yes
2	1201507/ SAN26C	1-15 BRT Mid-City Centerline Stations	Advertisement	Oct-14	\$56,255	\$56,255	2017	Yes	Yes
3	1201508/ SAN26A	I-15 Bus Rapid Transit (BRT) Escondido to Downtown	Complete	Complete	\$34,608	\$34,608	2014	Yes	Yes
4	1201514/ SAN129	I-15 Downtown BRT Layover Facility	Draft Environmental	Jun-15	\$15,975	\$15,975	2018	Yes	Yes
5	1240001/ SAN78	Mid-City Rapid Bus Downtown to SDSU	Open to Users	Oct-14	\$44,526	\$44,526	2014	Yes	Yes
6	1280504/ SAN47	South Bay BRT Otay Mesa to Downtown Bus Rapid Transit Guideway	Design	Nov-14	\$99,908	\$99,908	2016	Behind	Yes
7	1049600/ SAN52	East County Maintenance Facility Maintenance and Operation Facility	Construction	Sep-16	\$44,957	\$44,957	2016	Behind	No
8	1300601/ SAN27	San Ysidro Intermodal Facility Freight Facility and Mainline	Construction	Jul-15	\$40,460	\$40,460	2015	Yes	Yes
9	1210030/ SAN172	Orange/Blue Line Station Rehabilitation	Construction	Mar-15	\$133,928	\$133,928	2015	Yes	Yes
10	1257001/ SAN23	Mid-Coast Light Rail Transit (LRT) Old Town to University Towne Centre	Final SEIS/SEIR	Nov-14	\$1,687,723	\$1,687,723	2019	Yes	Yes
11	1141600/ SAN41	<i>North Coast Corridor</i> Santa Margarita River Bridge Replacement & 2nd Track	Complete	Complete	\$42,104	\$42,104	2014	Behind	No
12	1144200/ SAN115	<i>North Coast Corridor</i> San Onofre to Pulgas Double Tracking (Phase 1)	Construction	Nov-15	\$37,696	\$37,696	2015	Yes	No

Transit Projects

Project Title			Current Status		Total Project				
Project No.	CIP/MPO ID	Description/Limits	Phase	Estimated Completion Date	Cost and Budget		Schedule		TransNet Funded?
					Approved Budget (\$1,000's)	Cost to Complete (\$1,000's)	Est. Open to Traffic Date	On Schedule?	
13	1145000/ SAN163	<i>North Coast Corridor</i> Los Peñasquitos Lagoon 4 Bridge Replacements	Award Contract	Nov-14	\$25,000	\$25,000	2017	Behind	No
14	1239803/ SAN116	<i>North Coast Corridor</i> Oceanside Station Stub Tracks and Crossover	Design	Feb-15	\$21,800	\$21,800	2016	Behind	Yes
15	1239805/ SAN117	<i>North Coast Corridor</i> Poinsettia Station/Carlsbad Run-Through Track	Design	Jun-15	\$14,501	\$14,501	2017	Yes	Yes
16	1239806/ SAN73	<i>North Coast Corridor</i> San Elijo Lagoon Double Tracking	Design	Jul-15	\$76,700	\$76,700	2018	Yes	Yes
17	1239807/ SAN119	<i>North Coast Corridor</i> Sorrento Valley Double Tracking	Construction	Sep-15	\$30,789	\$30,789	2015	Yes	Yes
18	1239809/ SAN64	<i>North Coast Corridor</i> Eastbrook to Shell Double Tracking	Final Environmental	Oct-14	\$6,920	\$74,600	TBD	TBD	Yes
19	1239810/ SAN130	<i>North Coast Corridor</i> Carlsbad Village Double Tracking	Final Environmental	Mar-15	\$5,980	\$50,622	TBD	TBD	Yes
20	1239811/ SAN132	<i>North Coast Corridor</i> Elvira to Morena Double Tracking	Final Environmental	Dec-14	\$95,000	\$95,000	2018	Yes	Yes
21	1239812/ SAN29	<i>North Coast Corridor</i> Sorrento-Miramar Curve Realignment & 2nd Track - Phase II	Final Environmental	Dec-14	\$11,000	\$98,071	TBD	TBD	Yes
22	1239813/ SAN30	<i>North Coast Corridor</i> San Dieguito Double Tracking Event Platform at Del Mar Fairgrounds	Final Environmental	Jan-15	\$9,470	\$178,355	TBD	TBD	Yes

Transit Projects

Project Title			Current Status		Total Project				
Project No.	CIP/ MPO ID	Description/Limits	Phase	Estimated Completion Date	Cost and Budget		Schedule		<i>TransNet</i> Funded?
					Approved Budget (\$1,000's)	Cost to Complete (\$1,000's)	Est. Open to Traffic Date	On Schedule?	
23	1239815/ SAN182	<i>North Coast Corridor</i> San Diego River Bridge Rail Improvements	Design	Jul-15	\$82,400	\$82,400	2018	Yes	Yes
24	1239816/ SAN183	<i>North Coast Corridor</i> Batiquitos Lagoon Double Track	Design	Dec-16	\$61,400	\$61,400	2019	Yes	Yes
<i>Total for Transit Projects</i>					<u>\$2,466,336</u>	<u>\$2,834,614</u>			



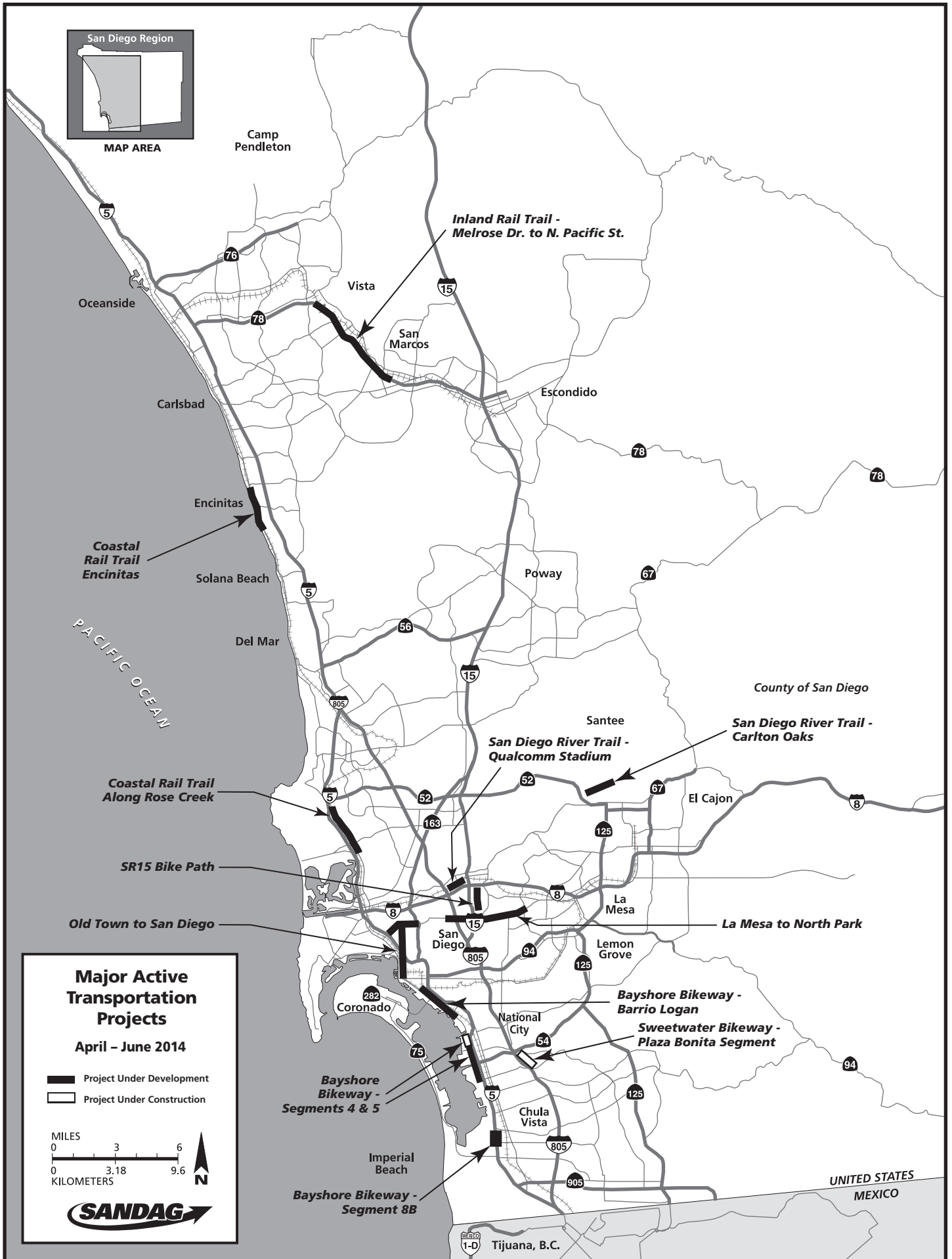
Active Transportation Projects

Project Title			Current Status		Total Project				
Project No.	CIP/ MPO ID	Description/Limits	Phase	Estimated Completion Date	Cost and Budget		Schedule		<i>TransNet</i> Funded?
					Approved Budget (\$1,000's)	Cost to Complete (\$1,000's)	Est. Open to Traffic Date	On Schedule?	
30	1223016/ SAN155	Coastal Rail Trail South of SR 52 to Mission Bay Along Rose Creek	Draft Environmental	Mar-15	\$2,673	\$20,636	2017	Yes	Yes
31	1223017/ SAN156	Coastal Rail Trail Encinitas – G St to Chesterfield Dr.	Draft Environmental	Jun-15	\$1,289	\$6,885	2017	Yes	Yes
32	1223018/ SAN207	Coastal Rail Trail Encinitas - Chesterfield Dr. to Solana Beach	Draft Environmental	TBD	\$102	TBD	TBD	Yes	Yes
33	1223023/ SAN153	Inland Rail Trail Phases IIA, IIB, IIIA and IIIB Melrose Drive to N. Pacific Street	Design	Dec-14	\$34,257	\$34,257	2017	Yes	Yes
34*	1143700/ SAN144	Bayshore Bikeway - Segment 4 32nd St. and Harbor to Civic Center Dr.	Construction	Apr-15	\$5,350	\$5,350	2015	Yes	Yes
35*	1143700/ SAN144	Bayshore Bikeway - Segment 5 Civic Center Dr. to Sweetwater Channel	Design	Jun-15	-	-	2016	Yes	Yes
36	1129900/ SAN154	Bayshore Bikeway Segment 8B Main St. to Palomar	Environmental	Aug-15	\$3,410	\$3,410	2017	Yes	Yes
37	1223055/ SAN195	Bayshore Bikeway Barrio Logan	Draft Environmental	Jun-16	\$2,095	\$18,196	TBD	Yes	Yes
38	1144500/ SAN161	Sweetwater Bikeway Plaza Bonita Segment	Award Contract	Oct-14	\$1,946	\$1,946	2015	Yes	Yes
39	1223020/ SAN158	Bicycle Facilities La Mesa to North Park	Draft Environmental	Jun-15	\$6,083	TBD	TBD	TBD	Yes
40	1223022/ SAN160	Bicycle Facilities Old Town to San Diego	Draft Environmental	Dec-14	\$7,593	TBD	TBD	TBD	Yes
41	1223014/ CAL330	SR 15 Commuter Bike Facility Camino del Rio South to Adams Ave	Design	Apr-15	\$1,335	\$1,335	2016	Yes	Yes

Active Transportation Projects

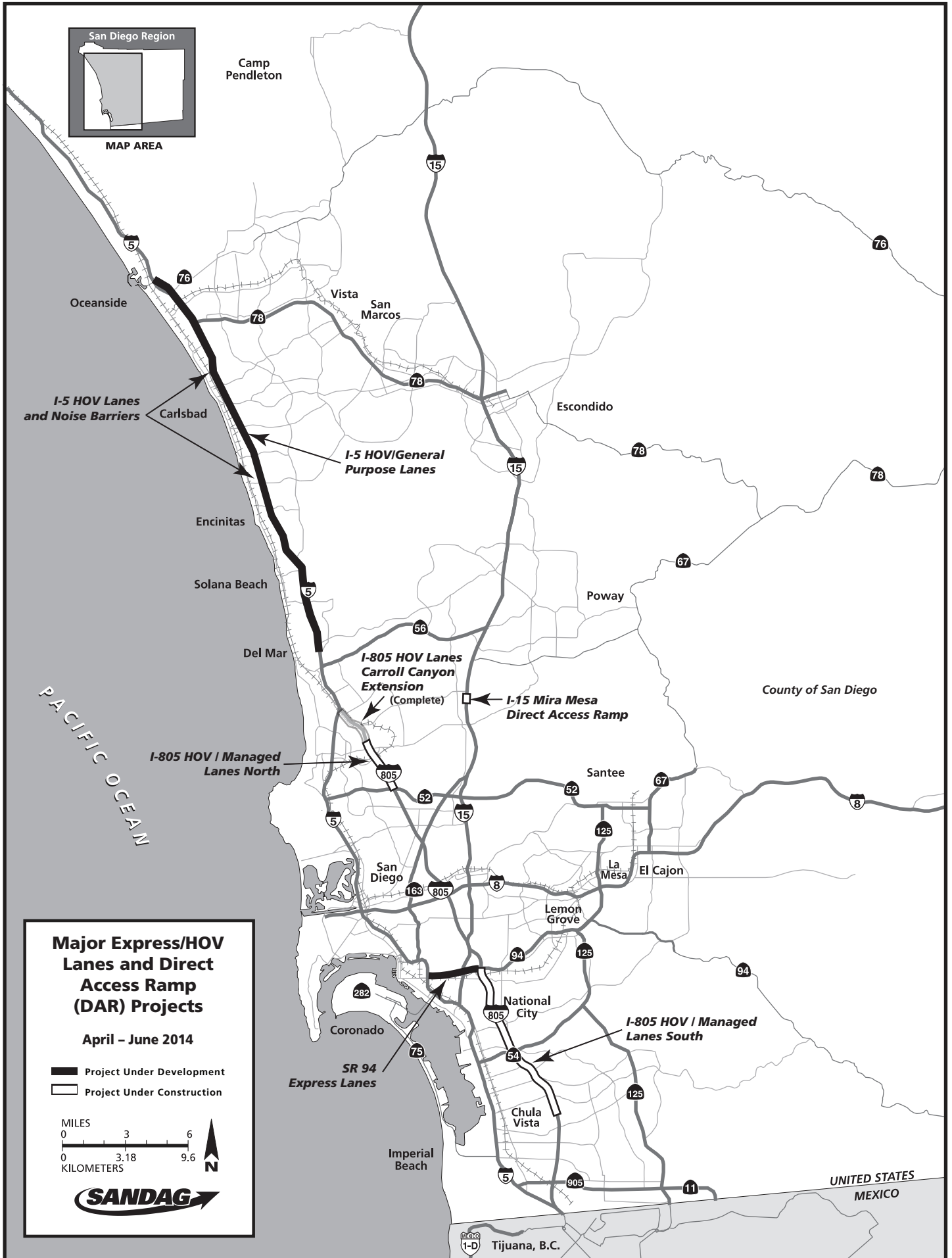
Project Title			Current Status		Total Project					
Project No.	CIP/ MPO ID	Description/Limits	Phase	Estimated Completion Date	Cost and Budget		Schedule		<i>TransNet</i> Funded?	
					Approved Budget (\$1,000's)	Cost to Complete (\$1,000's)	Est. Open to Traffic Date	On Schedule?		
42	1223054/ SAN204	SR 15 Bike Path Adams Ave to Landis Street	Draft Environmental	Jun-15	\$283	TBD	TBD	TBD	Yes	
43	1223052/ SAN197	San Diego River Trail Qualcomm Stadium	Final Environmental	Apr-15	\$595	\$829	TBD	TBD	Yes	
44	1223053/ SAN198	San Diego River Trail Carlton Oaks Segment	Final Environmental	Jan-16	\$1,325	\$10,228	TBD	TBD	Yes	
45	1223056/ SAN203	San Ysidro-Imperial Beach Parkway Bike Lanes along W. San Ysidro Blvd to Imperial Beach Blvd.	Draft Environmental	Apr-16	\$1,282	TBD	TBD	TBD	Yes	
46	1223057/ SAN205	Balboa Park Bikeway North Park to Downtown	Draft Environmental	Apr-16	\$1,245	TBD	TBD	TBD	Yes	
47	1223058/ SAN206	Downtown Bikeway Imperial Ave from 47th St to Park Blvd	Draft Environmental	Jun-16	\$2,745	TBD	TBD	TBD	Yes	
					<u>Approved Budget</u>	<u>Cost to Complete</u>				
<i>Total for Active Transportation Projects</i>					\$73,608	\$103,072				

**Project funding shown in Segment 4 is combination of both Segments 4 and 5 as shown in CIP 1143700*



Express/HOV Lanes and Direct Access Ramp (DAR) Projects

Project Title			Current Status		Total Project				
Project No.	CIP/ MPO ID	Description/Limits	Phase	Estimated Completion Date	Cost and Budget		Schedule		TransNet Funded?
					Approved Budget (\$1,000's)	Cost to Complete (\$1,000's)	Est. Open to Traffic Date	On Schedule?	
50	1200501/ CAL09	<i>I-5 North Coast Corridor</i> La Jolla Village Drive to Harbor Drive Environmental Document Only - NEPA	Final Environmental	Dec-14	\$72,695	\$72,695	N/A	Ahead	Yes
51	1200504/ CAL09	<i>I-5 North Coast Corridor</i> Manchester Road to SR 78 2 HOV Lanes/Noise Barriers	Design	May-15	\$482,300	\$482,300	2019	Yes	Yes
52	1201506/ CAL18B	I-15 Mira Mesa Direct Access Ramp	Construction	Oct-14	\$70,304	\$70,304	2014	Yes	Yes
53	1207801/ CAL278	SR 78 HOV/Managed Lanes SR 78 from I-5 to I-15	Project Study	Jun-15	\$1,650	TBD	TBD	TBD	Yes
54	1207802/ CAL277	I-15/SR 78 HOV Connectors Nordahl Road to West Valley Parkway	Project Study	Jun-15	\$850	TBD	TBD	TBD	Yes
55	1280508/ CAL67	SR 94 Express Lanes I-5 to I-805 2 HOV Lanes & Connectors at SR 94/I-805	Draft Environmental	Mar-15	\$22,600	\$109,627	TBD	TBD	Yes
56	1280511/ CAL78B	I-805 HOV Lanes - North SR 52 to Mira Mesa Blvd	Construction	Dec-15	\$121,500	\$121,500	2015	Yes	Yes
57	1280510/ CAL78C	I-805 Managed Lanes - South Palomar Street to SR 94 Direct Access Ramps	Construction	Dec-14	\$190,544	\$190,544	2014	Yes	Yes
58	1280514/ CAL78C	I-805/SR 15 Interchange 2 HOV Lanes on I-805 from SR 94 to SR 15	Design	Feb-16	\$17,926	\$17,926	TBD	TBD	Yes
					<u>Approved Budget</u>		<u>Cost to Complete</u>		
					<i>Total for HOV/DAR Projects</i>		\$980,369	\$1,064,896	

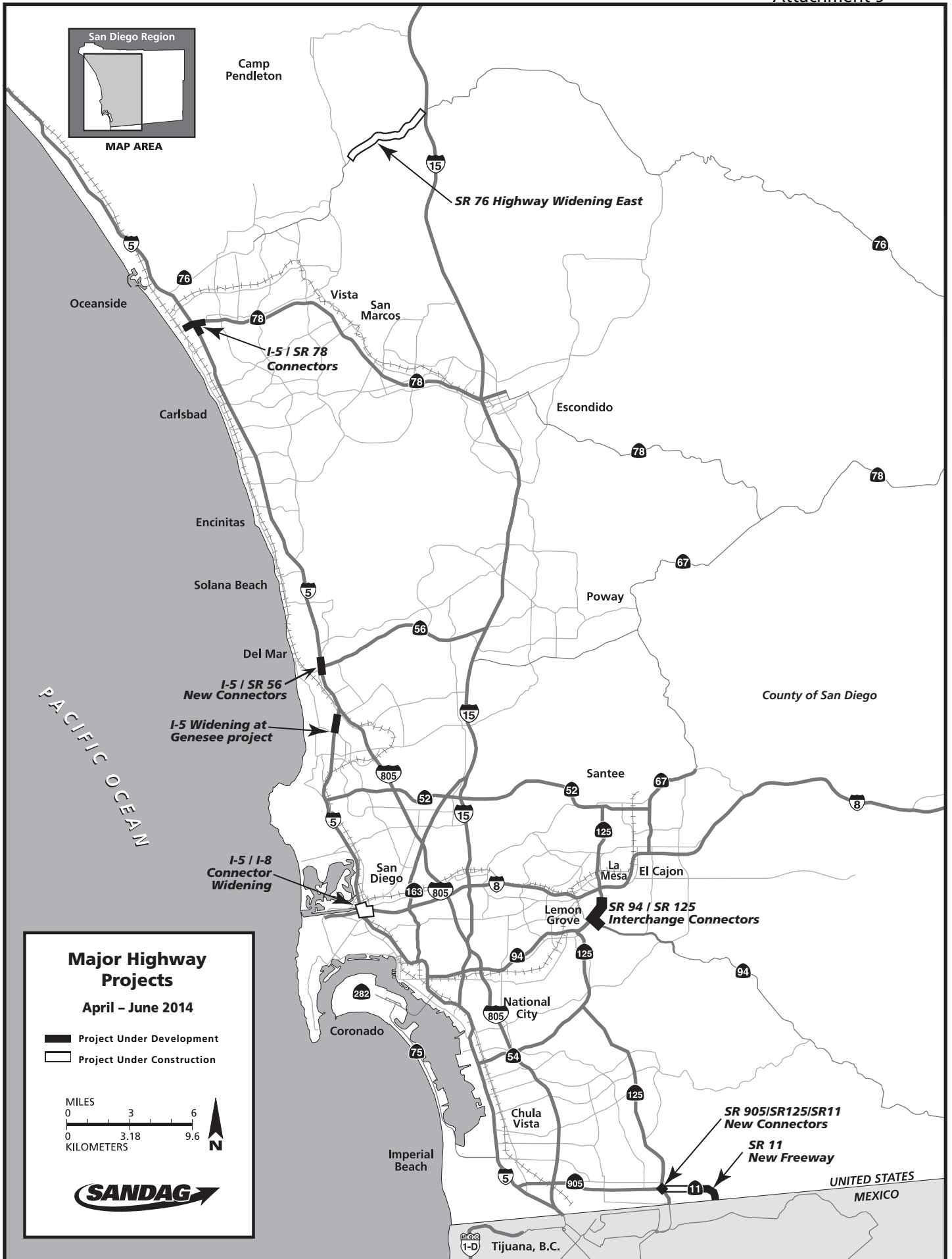


Highway Projects

Project Title			Current Status		Total Project					
Project No.	CIP/ MPO ID	Description/Limits	Phase	Estimated Completion Date	Cost and Budget		Schedule		<i>TransNet</i> Funded?	
					Approved Budget (\$1,000's)	Cost to Complete (\$1,000's)	Est. Open to Traffic Date	On Schedule?		
<i>North Coast Corridor</i>										
60	1200506/ CAL75	I-5/Genesee Avenue Interchange Interchange and South Bound Aux Lane	Award Contract	Nov-14	\$105,190	\$105,190	2017	Yes	Yes	
61	1200505/ CAL77	I-5/I-8 Interchange West to North Connector Widening	Construction	Oct-16	\$20,900	\$20,900	2016	Yes	Yes	
62	1200503/ CAL114	I-5/ SR 56 Interchange West-North and South-East Interchanges	Final Environmental	Feb-15	\$15,799	TBD	TBD	TBD	Yes	
63	CAL71	I-5/ SR 78 Connectors South to East Connector and West to South	Draft Environmental	Aug-17	\$5,000	\$200,000	2021	Yes	No	
64	1201101/ V11	SR 11 4-Lane Freeway and East Otay Mesa Border Crossing SR 905 to Enrico Fermi Freeway Access to New Border Crossing	Construction	Dec-15	\$704,000	\$704,000	2015	Yes	No	
65*	1207606/ CAL29B	SR 76 East Widening (<i>Phase 2</i>)* South Mission Road to Old Highway 395	Construction	Dec-17	\$201,549	\$201,549	2017	Yes	Yes	
66	1212501/ CAL68	SR 94/ SR 125 Interchange Add North to East and West to South Connectors Widen SR 125 from SR 94 to Lemon Avenue	Draft Environmental	Feb-15	\$10,654	\$60,862	TBD	TBD	Yes	
67	1390504/ CAL325	SR 905/125/11 Connectors Westbound SR 905-Northbound SR 125 Eastbound SR 905-Northbound SR 125 Westbound SR 11-Northbound SR 125	Advertisement	Apr-15	\$3,500	\$24,380	2017	Yes	Yes	
					<u>Approved Budget</u>					
					<u>Cost to Complete</u>					
<i>Total for Highway Projects</i>					<i>\$1,066,592</i>	<i>\$1,211,691</i>				

Project changes from previous report are in bold

*Budget/Funding amount inclusive of both phases

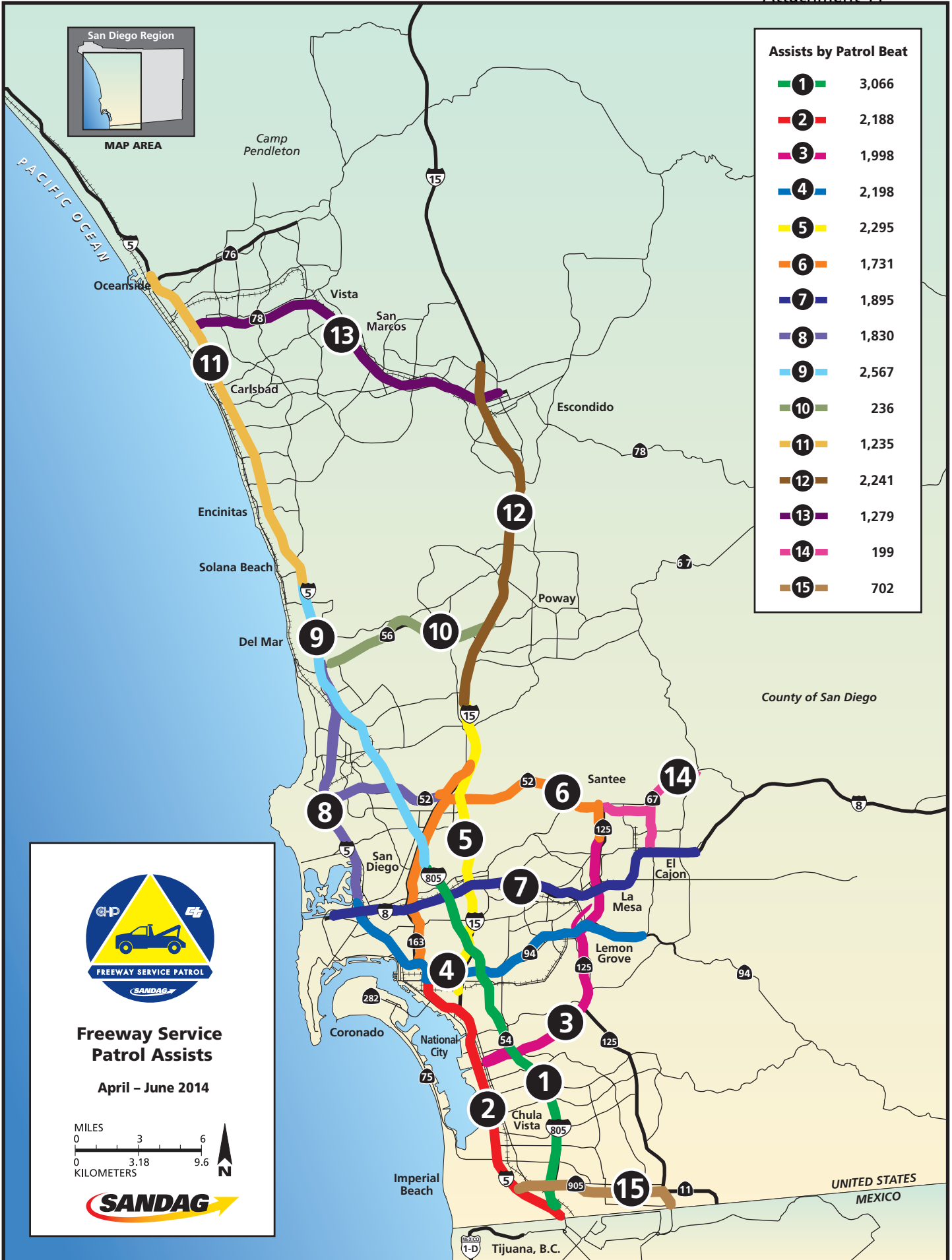


Traffic Management and Intelligent Transportation System Projects

Attachment 10

Project Title			Current Status		Total Project				
Project No.	CIP/ MPO ID	Description/Limits	Phase	Estimated Completion Date	Cost and Budget		Schedule		<i>TransNet</i> Funded?
					Approved Budget (\$1,000's)	Cost to Complete (\$1,000's)	Est. Implem. Date	On Schedule?	
70*	1142500/ SAN79	Centralized Train Control - Phase 3 -Blue Line	Implementation	Dec-14	\$14,933	\$14,933	2014	Yes	No
71*	1142500/ SAN79	Centralized Train Control - Phase 4 -Orange Line	Implementation	Jun-15	-	-	2015	Yes	No
72	1144601/ SAN94	I-15 Integrated Corridor Management ICM Initiative 1	Test Implementation	Dec-14	\$9,559	\$9,559	2015	Yes	Yes
73	1144800/ SAN54	Regional Arterial Detection Plan Phase 1	Implementation	Jun-16	\$2,280	\$2,280	2016	Yes	No
<i>Total for ITS Projects</i>					<u>\$26,772</u>	<u>\$26,772</u>			

Project changes from previous report are in bold
*Budget/Funding amount inclusive of both phases





**BOARD OF DIRECTORS
SEPTEMBER 26, 2014**

ACTION REQUESTED – INFORMATION

**REPORT SUMMARIZING DELEGATED ACTIONS
TAKEN BY THE EXECUTIVE DIRECTOR**

File Number 8000100

Introduction

Various Board Policies require the Executive Director to report certain actions to the Board of Directors on a monthly basis or upon taking specified actions.

Discussion

Board Policy No. 003

Board Policy No. 003: Investment Policy, states that a monthly report of all investment transactions shall be submitted to the Board of Directors. Attachments 1a and 1b contain the reportable investment transactions for June and July 2014, respectively.

Board Policy No. 008

Section 6 of Board Policy No. 008: Legal Matters, authorizes the Office of General Counsel or outside counsel to file documents and make appearances on behalf of SANDAG in court proceedings.

- On August 15, 2014, an Opposition to Writ Petition was filed on behalf of SANDAG by the law firm Best, Best and Krieger in the matter of Michael Robertson v. SANDAG.
- On August 28, 2014, Bruce Beach of the law firm Best, Best and Krieger filed a Notice of Appeal in the matter of SANDAG v. Ramon S. Vanta.
- On September 19, 2014, Ross Trindle of the law firm Best, Best and Krieger appeared on behalf of SANDAG at oral argument on the above-referenced Writ Petition.

Board Policy No. 017

Board Policy No. 017: Delegation of Authority, authorizes the Executive Director to take specified actions and requires those actions to be reported to the Board at the next regular meeting.

Section 4.1 of the Policy authorizes the Executive Director to enter into agreements not currently incorporated in the budget and to make other modifications to the budget in an amount up to \$100,000 per transaction, so long as the overall budget remains in balance. Attachment 2 contains the actions for August 2014.

Section 4.2 authorizes the Executive Director to approve design plans, specifications, and estimates (PS&E) for capital improvement projects. The PS&E for the State Route 15 Mid-City Bus Rapid Transit Project (CIP 1201507) capital improvement project was approved.

Section 4.3 authorizes the Executive Director to execute all right-of-way property transfer documents, including rights of entry, licenses, leases, deeds, easements, escrow instructions, and certificates of acceptance. Attachment 3 reflects the approved documents for July and August 2014.

Section 4.4 authorizes the Executive Director to establish an offer of just compensation for the purchase of real property based upon specified conditions. Attachment 4 reflects the approved documents for July and August 2014.

Board Policy No. 024

Board Policy No. 024: Procurement and Contracting – Construction Policy, Section 5.1, states that the Executive Director is delegated the authority to grant relief from maintenance and responsibility on major elements of each major construction project and shall report to the Board all such relief granted on contracts over \$25,000.

- In a letter dated July 8, 2014, Flatiron/H&H, a Joint Venture, was granted Relief from Maintenance and Responsibility for the Sorrento to Miramar Double Track Phase I Project – Effective July 8, 2014 (CIP 1239801, Contract No. 5001827). The total contract value was \$28,370,341.

Board Policy No. 024: Procurement and Contracting – Construction Policy, Section 5.2, states that the Executive Director is delegated the authority to accept contracts on behalf of the Board and shall report to the Board all contract acceptances over \$25,000. The following construction projects were accepted.

- In a letter dated August 15, 2014, West Coast General Corporation was granted Acceptance for the Orange Line Station Platform Modifications Project – Effective December 5, 2013 (CIP 1210070.2, Contract No. 5001840). The contract value was \$12,782,513.
- In a letter dated September 3, 2014, Flatiron West, Inc. was granted Acceptance for the Interstate 15 Ultimate Bus Rapid Transit Stations Project – Effective November 25, 2013 (CIP 1201505, Contract No. 5001935). The contract value was \$23,228,504.

GARY L. GALLEGOS
Executive Director

- Attachments:
- 1a. Monthly Activity for Investment Securities Transactions for June, 2014
 - 1b. Monthly Activity for Investment Securities Transactions for July, 2014
 2. Budget Transfers and Amendments for August, 2014
 3. Execution of All Right-of-Way Property Document Approvals for July and August 2014
 4. Establishment of Just Compensation Approvals for July and August 2014

Key Staff Contact: André Douzdjian, (619) 699-6931, andre.douzdjian@sandag.org

MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS FOR JUNE 1 TROUGH JUNE 30, 2014

Transaction Date	Maturity Date	Security	Par Value	Original Cost	Yield to Maturity at Cost
BOUGHT					
06/02/2014	07/31/2016	US TREASURY NOTES	\$ 4,000,000.00	\$ 4,090,625.00	0.44%
06/02/2014	10/31/2016	US TREASURY NOTES	4,000,000.00	4,043,281.25	0.55%
06/02/2014	05/31/2017	US TREASURY NOTES	3,570,000.00	3,549,639.84	0.82%
06/03/2014	11/15/2016	US TREASURY NOTES	1,400,000.00	1,401,093.75	0.59%
06/06/2014	03/31/2017	US TREASURY NOTES	3,000,000.00	3,020,625.00	0.75%
TOTAL BOUGHT:			<u>\$ 15,970,000.00</u>	<u>\$ 16,105,264.84</u>	<u>0.62%</u>
MATURED					
06/30/2014	06/30/2014	SOCIETE GENERAL COMMERCIAL PAPER	\$ 2,500,000.00	\$ 2,496,770.83	0.31%
TOTAL MATURED:			<u>\$ 2,500,000.00</u>	<u>\$ 2,496,770.83</u>	<u>0.31%</u>
SOLD					
06/02/2014	02/28/2015	US TREASURY NOTES	\$ 695,000.00	\$ 733,007.81	0.51% **
06/02/2014	04/30/2015	US TREASURY NOTES	1,810,000.00	1,911,741.80	0.29% **
06/02/2014	05/15/2015	US TREASURY NOTES	1,225,000.00	1,354,103.52	0.33% **
06/02/2014	05/31/2015	US TREASURY NOTES	6,400,000.00	6,690,500.00	0.35% **
06/02/2014	11/30/2017	US TREASURY NOTES	1,340,000.00	1,390,511.72	1.17% **
06/03/2014	03/03/2017	FHLB	1,200,000.00	1,200,000.00	0.63% *
06/06/2014	06/06/2017	FHLB	3,000,000.00	3,000,000.00	1.00% *
TOTAL SOLD:			<u>\$ 15,670,000.00</u>	<u>\$ 16,279,864.85</u>	<u>0.56%</u>

* This security was called by the issuer.

** Proceeds from this sale were used to purchase new securities that would provide higher returns over a longer holding period.

MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS FOR JULY 1 TROUGH JULY 31, 2014

Transaction Date	Maturity Date	Security	Par Value	Original Cost	Yield to Maturity at Cost
BOUGHT					
07/01/2014	03/27/2015	UBS FINANCE COMMERCIAL PAPER	\$ 2,500,000.00	\$ 2,495,329.86	0.25%
07/01/2014	07/31/2017	US TREASURY NOTES	3,910,000.00	3,855,779.30	0.96%
07/10/2014	07/02/2015	GENERAL ELEC CAP CORP GLOBAL NOTES	1,975,000.00	2,000,122.00	0.78%
07/10/2014	12/11/2015	GENERAL ELECTRIC CO CORPORATE NOTES	725,000.00	730,546.25	0.45%
07/10/2014	07/28/2016	BANK OF NEW YORK MELLON	1,920,000.00	1,978,982.40	0.30%
07/10/2014	07/28/2016	BANK OF NEW YORK MELLON	205,000.00	211,297.60	0.78%
07/11/2014	10/14/2014	BNP PARIBAS FINANCE INC COMM PAPER	2,000,000.00	1,998,875.56	0.22%
07/11/2014	01/09/2015	BANK OF TOKYO MITSUBISHI COMM PAPER	2,000,000.00	1,997,712.78	0.23%
07/11/2014	04/07/2015	JP MORGAN SECURITIES LLC COMM PAPER	2,000,000.00	1,995,401.66	0.31%
07/11/2014	10/26/2015	FNMA NOTES	1,955,000.00	1,990,229.10	0.22%
07/11/2014	01/31/2016	US TREASURY NOTES	1,930,000.00	1,981,567.19	0.27%
07/11/2014	04/30/2016	US TREASURY NOTES	1,995,000.00	1,994,766.21	0.38%
07/11/2014	06/30/2016	US TREASURY NOTES	1,960,000.00	1,999,735.94	0.46%
07/11/2014	07/28/2016	BANK OF NEW YORK MELLON	520,000.00	536,338.40	0.74%
07/11/2014	10/14/2016	FHLMC NOTES	1,980,000.00	1,991,068.20	0.62%
07/11/2014	01/30/2017	FANNIE MAE GLOBAL NOTES	2,640,000.00	2,673,844.80	0.74%
07/11/2014	01/30/2017	FANNIE MAE GLOBAL NOTES	2,605,000.00	2,638,135.60	0.74%
07/11/2014	06/30/2017	US TREASURY NOTES	1,260,000.00	1,254,142.97	0.91%
07/29/2014	01/31/2017	US TREASURY NOTES	2,800,000.00	2,805,359.38	0.80%
TOTAL BOUGHT:			\$ 36,880,000.00	\$ 37,129,235.20	0.54%
SOLD					
07/01/2014	07/17/2015	FHLMC GLOBAL REFERENCE NOTES	\$ 2,240,000.00	\$ 2,445,699.20	0.34% **
07/01/2014	07/17/2015	FHLMC GLOBAL REFERENCE NOTES	1,670,000.00	1,823,640.00	0.33% **
07/29/2014	08/01/2014	BANK OF TOKYO MITSU UFJ LTD COMM PAPER	2,800,000.00	2,798,513.67	0.21% **
07/31/2014	10/15/2014	PRIVATE EXPT FDG CORP (PEFCO)	2,526,000.00	2,604,255.48	0.22% *
07/31/2014	05/15/2015	PRIVATE EXPT FDG CORP (PEFCO)	2,445,000.00	2,614,194.00	0.36% *
07/31/2014	02/15/2017	PRIVATE EXPT FDG CORP (PEFCO)	3,000,000.00	3,023,010.00	1.15% *
TOTAL SOLD:			\$ 14,681,000.00	\$ 15,309,312.35	0.46%

*These securities were sold due to the possibility that the government agency backing the bonds may not have their charter renewed and the securities would be in violation of Policy No. 003.

** Proceeds from this sale were used to purchase new securities that would provide higher returns over a longer holding period.

AUGUST 2014 BUDGET TRANSFERS AND AMENDMENTS
in '000s

PROJECT NUMBER	PROJECT NAME	CURRENT BUDGET	NEW BUDGET	CHANGE
2300600	Geographic Information Systems to Support Modeling, Forecasting, and Planning Efforts	\$909.3	\$958.3	\$49.0 Acquired additional FHWA funding to add scope and capacity to the SPACECORE project to improve GIS information in Northern Baja, CA

Execution of All Right-of-Way Property Transfer Documents: Approvals for July and August 2014

- Mid-City Bus Rapid Transit Project (CIP 1240001)

No.	Address	Nature of Activity (4.3)	Date
1.	467-413-03, 467-413-09	Memorandum of Understanding (MOU)/Temporary Construction Easement (TCE), Execution of Transfer Document, and Escrow	7/21/14

- Inland Rail Trail Bikeway Project (CIP 1223023)

No.	Address	Nature of Activity (4.3)	Date
1.	184-162-04-00 (1945 Buena Creek Road, Vista, CA 92083)	Approve offer of just compensation, MOU/TCE, Certificate of Acceptance, Escrow Instructions	8/14/14
2.	179-185-05-00 (207 Valley View Place, Vista, CA 92083)	Approve offer of just compensation, MOU/TCE, Certificate of Acceptance, Escrow Instructions	8/14/14
3.	179-185-04-00 (924 Phillips Street, Vista, CA 92083)	MOU/TCE, Certificate of Acceptance, Escrow Instructions	8/14/14
4.	179-185-02-00 (Phillips Street, Vista, CA 92083)	Escrow Instructions	8/14/14
5.	179-310-03-00 (864 & 888 Phillips Street, Vista, CA 92083)	MOU/TCE, Certificate of Acceptance, Escrow Instructions	8/14/14
6.	179-121-14-00 (229 Pala Vista Drive, Vista, CA 92083)	Escrow Instructions	8/14/14
7.	217-102-49-00 (2409 Cherimoya Drive, Vista, CA 92083)	Possession and Use Agreement Signed, MOU/TCE	8/14/14
8.	179-111-34-00, 179-111-40, 179-111-41, 179-111-42 (951-957, 971-977, 981 & 987 Civic Center Drive, Vista, CA 92083)	MOU/TCE, Certificate of Acceptance, Possession and Use Agreement Signed	7/21/14, 7/21/14, and 8/14/14
9.	163-155-19 (202-247 Calle Del Sol, Vista, CA 92083)	Escrow Instructions	8/14/14
10.	163-420-16 (401 W. California Avenue, Vista, CA 92083)	MOU/TCE	8/14/14
11.	183-290-06-00 (139 Mar Vista Drive, Vista, CA 92083)	MOU/TCE, Certificate of Acceptance	8/14/14
12.	180-141-50-00 (Phillips Street, Vista, CA 92083)	MOU/TCE, Certificate of Acceptance	8/14/14

Establishment of Just Compensation: Approvals for July and August 2014

- South Bay Bus Rapid Transit Project (CIP 1280504)

No.	Address	Nature of Action (4.4)	Date & Offer (appraised value)
1.	643-051-49, 643-051-50, 643-051-53 (Monet at Otay Ranch Homeowners Association, East Palomar Street and Magdalena Avenue, Chula Vista, CA 91913)	Increased offer, Approved offer of Just Compensation	7/18/14, \$162,000

- Inland Rail Trail Project (CIP 1223023)

No.	Address	Nature of Action (4.4)	Date & Offer (appraised value)
1.	179-111-34-00, 179-111-40, 179-111-41, 179-111-42 (951-957, 971-977, 981 and 987 Civic Center Drive, Vista, CA 92083)	Approve date offer of Just Compensation	8/14/14, \$23,100
2.	184-162-04-00 (1945 Buena Creek Road, Vista, CA 92083)	Approve date offer of Just Compensation	8/14/14, \$45,000
3.	179-185-04-00 (924 Phillips Street, Vista, CA 92083)	Changed offer date	8/14/14, \$59,000
4.	179-310-03-00 (864 & 888 Phillips Street, Vista, CA 92083)	Approve date offer of Just Compensation	8/14/14, \$66,707
5.	217-260-11 & 217-260-12 (2317 Cherimoya Drive, Vista, CA 92084)	Approve date offer of Just Compensation	8/14/14, \$16,112
6.	161-203-07 (1238 Waxwing Drive, Vista, CA 92083)	Approve date offer of Just Compensation	8/14/14, \$3,412
7.	180-141-45-00 (1154 Nancy Way, Vista, CA 92083)	Approve date offer of Just Compensation	8/14/14, \$7,600
8.	161-203-02-00 (1274 Waxwing Drive, Vista, CA 92083)	Approve date offer of Just Compensation	8/14/14, \$4,220
9.	161-203-03-00 (1268 Waxwing Drive, Vista, CA 92083)	Approve date offer of Just Compensation	8/14/14, \$2,240
10.	183-290-06-00 (139 Mar Vista Drive, Vista, CA 92083)	Changed offer date	8/14/14, \$13,950
11.	161-203-22-00 (1280 Waxwing Drive, Vista, CA 92083)	Approve date offer of Just Compensation	8/14/14, \$5,860
12.	161-203-05-00 (1250 Waxwing Drive, Vista, CA 92083)	Approve date offer of Just Compensation	8/14/14, \$2,620
13.	180-141-50-00 (Phillips Street, Vista, CA 92083)	Changed offer date	8/14/14, \$2,800



**BOARD OF DIRECTORS
SEPTEMBER 26, 2014**

ACTION REQUESTED - INFORMATION

**REPORT ON MEETINGS AND EVENTS ATTENDED
ON BEHALF OF SANDAG**

File Number 8000100

Since the last Board of Directors meeting, Board members participated in the following meetings and events on behalf of SANDAG. Key topics of discussion also are summarized.

July 20, 2014:

International Bridge, Tunnel, and Turnpike Association Conference

San Diego, CA

Chairman Jack Dale attended as the SANDAG representative and provided welcome remarks on behalf of SANDAG and the region.

July 21, 2014: Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency Board of Directors Meeting

Los Angeles, CA

Solana Beach Deputy Mayor Lesa Heebner, SANDAG alternate to the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) Board of Directors, attended the LOSSAN Board of Directors meeting. The LOSSAN Board discussed various issues related to the LOSSAN Corridor, including budget, governance, and operations.

July 24, 2014: Facilitating Access to Coordinated Transportation Board of Directors Meeting

Encinitas, CA

As the SANDAG representative and 2014 Chair of the Facilitating Access to Coordinated Transportation (FACT) Board of Directors, Third District County Supervisor Dave Roberts attended the FACT Board of Directors meeting. The FACT Board voted unanimously to add Honorable George Gastil (Lemon Grove) to the Board of Directors and Craig Jones (COO, Interfaith Services) to Council on Access and Mobility. The Board unanimously approved the FACT 2014-2015 budget. The Board asked the Executive to rework the FACT Vehicle Leasing Policy and bring it back for further Board Review. The Board voted unanimously to propose new terms and conditions for the San Diego County Office of Education contract and to pursue the Glenner Memory Center in Chula Vista.

August 4, 2014: San Diego Forward: The Regional Plan: Network Scenarios Public Workshops

San Diego, CA

Chairman Jack Dale attended as the SANDAG representative and provided welcome remarks for the public workshops on the draft transportation networks for San Diego Forward: The Regional Plan.

September 4-5, 2014: Mobility 21 Annual Transportation Summit

Anaheim, CA

Chairman Jack Dale, First Vice Chair Jim Janney, and Second Vice Chair Don Higginson attended as the SANDAG representatives and served on the Honorary Host Committee for the annual Mobility 21 Transportation Summit. This annual summit brings together elected officials, transportation providers, businesses, local municipalities, and environmental leaders to advocate for solutions to transportation issues facing Southern California. This year's event focused on uniting business, communities and innovation to work together for the region's transportation future.

September 7-10, 2014: San Diego Regional Chamber of Commerce One Region One Voice Mission to DC

Washington, DC

First Vice Chair Janney and San Diego County Supervisor Ron Roberts attended the San Diego Regional Chamber of Commerce One Region One Voice Mission to Washington D.C. as the SANDAG representatives. They participated in various meetings with legislative representatives, business leaders, and other top decision makers to advocate for local and regional issues for the San Diego region. The priorities for the mission were cross border commerce, transportation and infrastructure, energy and water reliability, and innovation.

September 15, 2014: Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency Board of Directors Meeting

Los Angeles, CA

First Vice Chair Janney, SANDAG representative to the LOSSAN Board of Directors, attended the LOSSAN Board of Directors meeting. The LOSSAN Board discussed various issues related to the LOSSAN Corridor, including budget, governance, and operations.

September 18, 2014: San Diego River Park Foundation Awards Ceremony

Santee, CA

Chairman Dale attended the San Diego River Park Foundation's Awards Ceremony as the SANDAG representative to accept the Partner of the Year award for SANDAG's partnership on the San Diego River Bikeway projects.

September 24-27, 2014: National Association of Regional Councils Board Meeting

Des Moines, IA

Lemon Grove Mayor Mary Sessom, SANDAG representative on the National Association of Regional Councils (NARC) Board of Directors, attended the annual NARC Board of Directors meeting and Retreat. The Board met to discuss various national issues affecting regional Council of Governments. This included a review of the NARC budget and upcoming 2015 meetings, alternative fuel benefits to governments, and the upcoming political landscape in 2014.

GARY L. GALLEGOS

Executive Director

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org



**BOARD OF DIRECTORS
SEPTEMBER 26, 2014**

ACTION REQUESTED – INFORMATION

**APPOINTMENT OF NOMINATING COMMITTEE
FOR SANDAG BOARD OFFICERS**

File Number 8000100

Introduction

Article V, Section 3 of the SANDAG Bylaws sets forth the annual nomination and election process for SANDAG Board Officers. The process calls for an application form for the Chair and Vice Chair positions to be made available on the SANDAG website in or around July, and for applications to be submitted within 30 days. The following applications for 2015 Board Officer positions were received:

- Chair – Imperial Beach Mayor Jim Janney
- Vice Chair – Poway Mayor Don Higginson

In accordance with the Bylaws, each September the SANDAG Chair appoints up to a six-person Nominating Committee that includes representatives from the six subregions. The Nominating Committee is responsible for reviewing the applicants for the Board Officer positions and recommending a slate of nominees to the Board of Directors in or around November. In accordance with the Bylaws, Chairman Jack Dale has appointed the following Nominating Committee:

- Chula Vista Mayor Cheryl Cox (South County), Nominating Committee Chair
- Lemon Grove Mayor Mary Sessom (East County)
- Vista Mayor Judy Ritter (North County Inland)
- Del Mar City Councilmember Terry Sinnott (North County Coastal)
- San Diego Council President Todd Gloria (City of San Diego)
- San Diego County Supervisor Ron Roberts (County of San Diego)

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Kim Kawada, (619) 699-6994, kim.kawada@sandag.org



**BOARD OF DIRECTORS
SEPTEMBER 26, 2014**

AGENDA ITEM NO. 14-09-13

ACTION REQUESTED - APPROVE

PERFORMANCE EVALUATION OF EXECUTIVE DIRECTOR

File Number 8000100

Introduction

Pursuant to the employment agreement with the Executive Director, the Board of Directors shall annually review his performance. If the Executive Director's performance is determined to be satisfactory, the Board of Directors must adjust his base salary in accordance with the employment agreement provisions.

At its September 12, 2014, meeting, the Executive Committee reviewed the Executive Director's performance evaluation for the period July 2013 to June 2014 (Attachment 1), and recommended that the Executive Director's performance during the past year be determined satisfactory.

The employment agreement also provides that the Board of Directors use established performance criteria (objectives), as amended from time to time, in the annual review. The Executive Committee reviewed the Executive Director's draft performance objectives for the coming year. Based on Board member input received during last year's review, the draft performance objectives for FY 2015 are presented in a new, more streamlined format of "Key Success Indicators" that would be used to evaluate the overall performance of the Executive Director (Attachment 2).

Discussion

The Executive Committee typically reviews the Executive Director's annual performance evaluation and his performance objectives for the coming year during a regular Committee meeting. The Board of Directors also considers the annual evaluation and approves the performance objectives during a regular meeting. If the Board determines the Executive Director's performance to be satisfactory, the employment agreement provides that the Board shall adjust his salary on July 1 of each year. Board approval would increase the Executive Director's salary by \$10,000 to \$290,000, consistent with the employment agreement.

Recommendation

The Executive Committee recommends that the Board of Directors approve: (1) the Executive Director's Performance Evaluation for the period July 2013 to June 2014 (Attachment 1), determining his performance satisfactory; and (2) Key Success Indicators that would be used to evaluate the overall performance of the Executive Director for FY 2015 (Attachment 2). The Committee also recommends a 6 percent bonus award to the Executive Director based on accomplishment of the performance objectives during the past year.

Attachment 3 includes a copy of the Executive Director employment agreement (effective January 23, 2004) and the amendment to the agreement (effective January 22, 2010), which extended the term of the agreement through November 2015.

The SANDAG Pay-for-Performance Program relies on the ability to reward employees for outstanding performance. With the FY 2015 Program Budget, the Board of Directors approved a merit/bonus pool, which is available to all staff based on accomplishment of their prior year performance objectives. In September, the Executive Committee recommended Board approval of a 6 percent bonus award to the Executive Director based on accomplishment of his performance objectives during the past year.

Attachment 4 lists the salaries of chief executives of comparable Metropolitan Planning Organizations, regional transportation planning agencies, transit agencies, and other regional agencies.

JACK DALE, JR.
Chairman, Board of Directors

Attachments: 1. Executive Director Annual Performance Evaluation (July 2013 to June 2014)
2. FY 2015 Key Success Indicators for the SANDAG Executive Director
3. Executive Director Employment Agreement
4. Comparison of Regional Agency Executive Salaries

Key Staff Contact: Kim Kawada, (619) 699-6994, kim.kawada@sandag.org

SAN DIEGO ASSOCIATION OF GOVERNMENTS
Annual Executive Director Performance Objectives

Executive Director Name

Gary L. Gallegos

Period covered by this review

From: 7-2013

To: 6-2014

PART I - To be completed by the Executive Director and distributed to the Executive Committee for review and comment.

A. PERFORMANCE OBJECTIVES

Goals for the next year in order to meet or exceed standards for the Executive Director position:

Strategic Goals

1. **Regional Vision:** Implement the regional vision and guiding principles through updates of the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan (RTP), and by providing constructive input into the next federal surface transportation act and other key federal and state legislation.
2. **Mobility:** Improve mobility by providing more transportation choices through implementation of *TransNet*, public transportation, goods movement, Transportation Demand Management (TDM), Intelligent Transportation Systems (ITS), and supporting walkable and bike-friendly communities through efficient and effective operational strategies.
3. **Quality of Life:** Develop and implement strategies to improve the quality of life in the region as characterized by a sustainable economy, healthy environment, public safety, and more housing choices, consistent with the RCP and SANDAG mission. Take advantage of regional resources and partnerships to advance new strategic initiatives.
4. **Organizational Effectiveness:** Enhance organizational effectiveness both internally and externally through continuous improvements and fiscal discipline.
5. **Innovation:** Pursue innovative solutions to fiscal and economic challenges and opportunities.

Areas of Emphasis

1. **Modeling, Research, Estimates, and Forecasts:** Employ new technologies, methodologies, and models, including the Activity-Based (ABM) transportation model and the Production, Exchange, and Consumption Allocation System (PECAS) land-use model to enhance and expand research and analysis capabilities, equipping SANDAG to effectively meet the needs of internal and external customers through comprehensive assessment of complex policy and operational issues, today, and into the future.

2. **Sustainable Development: Planning and Strategies:** Formulation of integrated planning, funding, and implementation strategies for investment with key partner agencies and stakeholders that result in the advancement of the region’s sustainability goals and policies. Includes a coordinated planning process that will lead to the implementation of the San Diego Forward: The Regional Plan, which will combine the next update of the 2050 RTP and its Sustainable Communities Strategy (SCS) with the first comprehensive update to the RCP. Other key focus areas are smart growth, integrated multimodal transportation planning, habitat conservation, shoreline preservation, and water quality. Participate in discussions and encourage sustainable strategies in other areas such as energy and water supply.
3. **Sustainable Mobility Programs and Services:** Collaborative advanced planning and implementation efforts between SANDAG, Caltrans, transit operators, and other partner agencies to reduce congestion, deliver mobility programs and projects, improve reliability, enhance customer service, and address air quality and climate change goals. Emphasis on transportation demand, systems management, transit/social services, Active Transportation, and other projects and programs that are sustainable from financial, environmental, and community health perspectives.
4. **Intermodal Planning and Implementation:** Prepare plans and investment strategies for evolving high-level concepts for intermodal transportation hubs and corridors, including border crossings; highway/rail improvements; regional integration of toll road and Managed Lanes systems; an Intermodal Transit Center (ITC) at the San Diego International Airport; and high-speed, intercity, and freight rail services, which will support the San Diego region’s connectivity to the global economy.
5. **Internal and External Coordination:** Coordination within the agency to enhance organizational effectiveness as well as with federal, state, and local agencies to ensure rapid delivery of projects; strategic efforts to increase communications with member and partner agencies, committees, and the public.

B. PLANS FOR ACHIEVING PERFORMANCE OBJECTIVES

Specific methods by which the Executive Director can work toward accomplishing performance objectives.

Strategic Goals

1. Regional Vision

- Continue development of San Diego Forward: The Regional Plan.
- Work within the region and with state partners to develop principles for the next federal surface transportation bill.
- Continue implementation of the 2050 RTP/SCS.
- Continue to provide input on key state and federal legislation consistent with SANDAG priorities.

2. **Mobility**

- Continue to implement transportation projects throughout the region (i.e., *TransNet*, state infrastructure bond projects, border projects).
- Continue to implement ITS technologies that help improve the efficiency of the existing system.
- Continue to seek funding for transportation projects that improve mobility.

3. **Quality of Life**

- Continue implementation of the 2050 RTP/SCS.
- Continue research through our Applied Research/Criminal Justice and Automated Regional Justice Information System Divisions, which support public safety efforts throughout the region.
- Continue to partner with the County Health and Human Services Agency as part of the *Live Well, San Diego!* initiative.
- Continue to partner with San Diego Gas & Electric (SDG&E) on energy issues and with the San Diego County Water Authority on regional growth and water-related issues.

4. **Organizational Effectiveness**

- Continue to strengthen technical skills through training and development.
- Continue to aggressively recruit and develop staff.
- Look for opportunities to cross train staff to improve technical capabilities.
- Partner with other agencies to improve technical skills.

5. **Innovation**

- Continue to seek funding from the state and federal governments for our regional infrastructure projects.
- Continue to provide services to member agencies (e.g., 18 cities, County, and Caltrans) through Service Bureau and other efforts.
- Continue to partner with other Metropolitan Planning Organizations (MPOs) on an urban mobility program and a goods movement program at both the state and national levels.
- Improve the SANDAG website and continue to utilize social media to provide information to the public.

Areas of Emphasis

1. Modeling, Research, Estimates, and Forecasts

- Utilize the ABM and PECAS land-use model in development of San Diego Forward: The Regional Plan.
- Complete a Commercial Vehicle Model and develop a Dynamic Traffic Assignment Model to enhance our ABM Model. Given both our maritime and land ports of entry, the ability to better model commercial vehicles is becoming very important.
- Continue to enhance our geographic information system (GIS) capabilities and visualization tools.
- Conduct a 2014 Transit Public Opinion Survey, an Onboard Transit Passenger Survey, and start preparation for the 2015 Household Travel Survey – all of which are essential for calibrating the SANDAG models.
- Update the San Diego Regional Economic Prosperity Strategy data and analysis for use in San Diego Forward: The Regional Plan.
- Complete the Series 13 Regional Growth Forecast.
- Continue the Substance Abuse Monitoring (SAM) Program by continuing to measure drug use and other behavior trends by interviewing adults and juveniles who have been booked into our jails and detention facilities.
- Continue to provide quality research and evaluation support to our local law enforcement and public safety agencies.
- Continue to provide professional products and services in the areas of GIS mapping, demographic data and analysis, economic services, transportation modeling and analysis, and survey design and analysis to established and new clients through the Service Bureau.
- Continue to participate as a member of the City of San Diego Commission on Gang Prevention.
- Continue to provide economic and fiscal analysis to support SANDAG projects and programs.

2. Sustainable Development: Planning and Strategies

- Continue the development of San Diego Forward: The Regional Plan, which integrates the update of the RCP and RTP.
- Continue to implement the actions and commitments included in the 2050 RTP/SCS.
- Continue the legal defense of the 2050 RTP/SCS.

- Continue to implement the planning and other related provisions of Moving Ahead for Progress in the 21st Century Act, including the freight aspects, and continue to implement the Trade Corridor Improvement Fund projects.
- Update freight forecasts along major corridors and at regional goods movement facilities.
- Reevaluate the regional priorities for the Quality of Life Funding Strategy and determine how this effort will be integrated into the development of San Diego Forward: The Regional Plan.
- Continue to implement the *TransNet* Environmental Mitigation Program (EMP).
- Complete a technical update of the Regional Energy Strategy that will feed into San Diego Forward: The Regional Plan.
- Continue to coordinate interregional planning with Imperial, Orange, and Riverside Counties.
- Continue to coordinate and collaborate with the San Diego County Water Authority on water quality/supply issues of common concern.
- Continue binational planning and coordination with Mexico.
- Continue the government-to-government framework for engaging the 17 federally recognized sovereign Tribal Nations of the San Diego region in our regional planning efforts.

3. Sustainable Mobility Programs and Services

- Complete the development and begin implementation of a Regional Bike Plan early action program.
- Continue work on the Border Health Equity Transportation Study, including public outreach to reach consensus on the framework and goals for the health impact assessment report.
- Continue to provide advanced traveler information services through 511. Explore new business models to help improve the long-term sustainability of the program.
- Continue administration of the Regional TDM Program (includes Regional Vanpool Program, iCommute Program, SchoolPool matching system, employer outreach efforts, bicycle lockers, and Guaranteed Ride Home Program, among others).
- Continue operating the Freeway Service Patrol to help reduce congestion by providing motorist assistance services.
- Continue management and operation of the I-15 FasTrak® Value Pricing Program.
- Establish a connected vehicle concept of operations, including high-level requirements and deployment plan for the San Diego region.

- Continue implementation of specialized transportation programs, including federal Job Access and Reverse Commute and New Freedom programs, and the *TransNet* Senior Mini-Grant Program.
- Continue with advance planning for the four new light-rail lines identified in the 2050 RTP/SCS.
- Continue monitoring the performance of our regional transportation system through the State of the Commute Report.
- Continue to maintain and operate the State Route 125 (SR 125) facility, collecting tolls and project revenue to pay for operations, maintenance, and the debt incurred in the acquisition of the Development Franchise Agreement and providing regular reports on SR 125 performance.

4. Intermodal Planning and Implementation

- Continue to partner with the San Diego County Regional Airport Authority on the advanced planning for the ITC at San Diego International Airport.
- Continue advance planning for the San Ysidro Intermodal Transportation Center, including evaluation of ITC alternatives, developing cost estimates and a phasing plan for the preferred ITC alternative, and preparing a project study report.
- Continue to participate in the Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) planning. Work with LOSSAN partners and the state on the interagency transfer agreement to transfer operations of intercity rail service to the new LOSSAN Joint Powers Authority (JPA).
- Continue to coordinate planning and project development along the LOSSAN Rail Corridor in the San Diego region.
- Continue to partner with the California High-Speed Rail Authority on the advanced environmental planning for the San Diego to Los Angeles portion of the high-speed train system.
- Continue to advance the planning and implementation of a new border crossing at Otay Mesa East and begin construction of the first phase of State Route 11 (SR 11).
- Start planning for the integration of operations of Managed Lanes and tolled facilities throughout the San Diego region. Conduct an assessment of existing systems and develop requirements for a central solution for all SANDAG tolling facilities.

5. Internal and External Coordination

- Continue monitoring and tracking of project scope, schedule, and costs for all current regional transportation projects.

- Continue implementation of the *TransNet* Early Action Program projects and keep the *TransNet* Plan of Finance up-to-date to ensure projects stay on track and funds are efficiently utilized.
- Continue to work with Independent Taxpayer Oversight Committee on management and independent oversight of the *TransNet* Program.
- Continue to market and support major work efforts, including ongoing construction projects.
- Manage federal and state legislative activities in accordance with the SANDAG Legislative Program.
- Continue to be proactive with local news media (i.e., meet with staff writers and go before editorial boards on a regular basis), including Spanish media.
- Continue to promote SANDAG throughout the region.
- Continue outreach effort to keep all locally elected officials up-to-date on SANDAG activities.
- Continue to partner with chambers of commerce, economic development corporations (EDCs), and other collaboratives/organizations throughout the region on issues of common interest.

THE ABOVE PERFORMANCE OBJECTIVES HAVE BEEN REVIEWED AND AGREED UPON.

Signature of Executive Director

Date

Signature of Chair

Date

PART II - Accomplishments made towards achieving the agreed upon performance objectives.

Strategic Goals

1. Regional Vision

- Developed vision, goals, and policy objectives for San Diego Forward: The Regional Plan that were approved by the Board of Directors and are being used in the development of the plan.
- Developed and Board approved project evaluation criteria and performance measures for use in the development of San Diego Forward: The Regional Plan.
- Developed and Board approved an Unconstrained Transportation Network for use in the development of San Diego Forward: The Regional Plan.
- Developed and started implementation of a \$200 million “Early Action Active Transportation Program” of bicycle and pedestrian improvements that was adopted by the Board of Directors.
- Met with the San Diego legislative delegation on a regular basis to provide input on key issues and to advance the SANDAG Legislative Program. Also testified at various legislative hearings on transportation and other issues that impact the San Diego region.
- Participated at the state and federal levels in advocating SANDAG priorities for the development of the next federal surface transportation measure.

2. Mobility

- In partnership with Caltrans, the Public Works Plan/Transportation and Resource Enhancement Program for the North Coast Corridor has been completed and the project is scheduled to go before the California Coastal Commission for approval in August 2014.
- Completed the Traffic and Revenue Study for the SR 11/ Otay Mesa East Border Crossing Project and started construction of Phase 1 of the project (\$45 million).
- Completed construction of the Interstate 15 (I-15) Sabre Springs Parking Structure and Transit Station (\$17 million) and implemented the first *Rapid* service along the I-15 corridor in the San Diego region. Conducted a successful marketing campaign to launch the new *Rapid* service (“One Sweet Ride”); to date, transit ridership in the I-15 corridor is up 34 percent compared to the prior year.
- Completed construction of the Interstate 805 (I-805) South High-Occupancy Vehicle (HOV) Lane Project, from State Route 94 to East Palomar Street (\$191 million).
- Completed construction of a new bridge and 1.5 miles of double track at Santa Margarita River. This \$42 million project replaced an aging steel single-track bridge and the wooden trestle approach with a modern reinforced concrete bridge and created a continuous 4.5 mile section of double track.

- ☑ Completed construction of the \$91 million project to construct HOV lanes on I-805 North from Interstate 5 to Sorrento Valley.
- ☑ Started construction of a \$40 million project, the San Ysidro Intermodal Freight Facility. This new intermodal facility will double the capacity to handle goods at the border.
- ☑ Started construction of the Mid-City Rapid Bus Project (\$45 million) from Downtown San Diego to San Diego State University. *Rapid* service scheduled to start in fall 2014.
- ☑ Started construction of the Sorrento Valley Double Tracking Project. This \$34 million project will add one mile of double track north of the Sorrento Valley COASTER Station and includes a bridge replacement.
- ☑ Started construction at the Sorrento Valley COASTER Station (\$19 million). The project provides for a one-mile segment of double track north of the station and a quarter-mile storage track segment in Sorrento Valley.
- ☑ Continued construction of a \$730 million project to rehabilitate the San Diego Trolley system and expand freight capacity. This project includes the purchase of 65 new low-floor, light-rail vehicles that will improve service and efficiency as well as station infrastructure improvements and track and power system replacements to bring the system into a state of good repair.
- ☑ Started construction of a Direct Access Ramp, transit station, and Park & Ride at East Palomar Street in Chula Vista. The project will provide new transportation choices and relieve traffic congestion in South County – offering a convenient location for carpools to access the I-805 HOV lanes.
- ☑ Along the LOSSAN coastal rail corridor between Oceanside and Downtown San Diego, construction is ongoing to increase both passenger and freight capacity by adding a second main line track. To date, half of the rail corridor has been double tracked, with an additional 19 projects in engineering or under construction.
- ☑ The environmental impact report/environmental impact statement (EIR/EIS) for the Mid-Coast Corridor Transit Project is scheduled for Board action in fall 2014. Addressed alignment concerns and new environmental impacts while still keeping the project on schedule. Procured a Construction Manager/General Contractor team for the project, utilizing a new project delivery method that should result in a better design for construction, save time, and provide more cost certainty.
- ☑ Completed Mitigated Negative Declaration for the San Marcos to Vista segment of the Inland Rail Trail.
- ☑ Certified the final EIR for the South Bay Bus Rapid Transit Project.
- ☑ Board adopted the Mitigated Negative Declaration for the Downtown Bus Rapid Transit Stations.

- ☑ Started construction on the San Onofre to Las Pulgas double tracking project (\$438 million). The project will add 4.2 miles of double track.
- ☑ Started construction of the East County Bus Maintenance Facility Project (\$50 million).
- ☑ Secured a \$14 million, highly competitive Transportation Investment Generating Economic Recovery (TIGER) Grant to replace rail bridges at Los Peñasquitos Lagoon. This is a critically needed project to improve the reliability of both passenger and freight services in the nation's second busiest rail corridor.
- ☑ Secured \$38 million in new programming capacity from the state through the 2014 State Transportation Improvement Program (STIP). These funds help match or leverage the *TransNet* revenues.

3. **Quality of Life**

- ☑ As one of the commitments made by the Board as part of the 2050 RTP/SCS, prepared alternative land use and transportation scenarios to explore what it would take to further reduce greenhouse gas (GHG) emissions beyond those projected in the plan. These included:
 - Scenario A: Second Units and Infill/Redevelopment in Urban and Suburban Areas
 - Scenario B: Transit Oriented Development
 - Scenario C: Multiple Dense Cores
- ☑ Continued to implement transportation projects in the 2050 RTP/SCS throughout the region (as highlighted in the Mobility section of this evaluation).
- ☑ Continued to support the SAM Program by going into the local jails to conduct interviews with adult and juvenile arrestees. These interviews allow us to measure drug and other behavior trends among arrested adults and juveniles.
- ☑ Continued to partner with the County of San Diego Health and Human Services Agency on a Community Transformation Grant. This new grant builds on the success of the first grant and focuses on strengthening the Regional Safe Routes to School Program.
- ☑ Continued to partner with both the San Diego County Water Authority and SDG&E. The Series 13 Growth Forecast is key to help both agencies plan for water and energy needs in the region. Have also been working with SDG&E on utility relocation in advance of our Mid-Coast Corridor Transit Project.

4. **Organizational Effectiveness**

- ☑ In FY 2014, 64 new employees were hired by SANDAG; 14 of these individuals filled vacant regular staff positions and the other 50 filled various contingent staff positions (limited-term, Tolling Operations Personnel, interns, and temporary positions). Of all the recruitments conducted last year, 90 percent of these were external – that is, open to all interested, qualified candidates; the other 10 percent of job openings were open only to

current employees. All recruitments were conducted in an open, competitive manner consistent with the SANDAG Equal Employment Opportunity Program. Of the 64 new employees hired through our recruitment program last year, 51.6 percent were female and 57.8 percent were from minority groups.

- ☑ In the past year, 27 employees were promoted to higher-level positions; 12 of these individuals were promoted after successfully competing in either internal or external recruitments. Of the group of 27 promoted staff, 63 percent were female and 40.7 percent were from minority groups.
- ☑ Last year, the agency's external recruitment efforts elicited applications from more than 1,300 qualified candidates for all staff positions.
- ☑ Continued to enhance employee skills through training in areas such as project management, communications and presentation skills, media training, and supervisory training as well as programs that enhance technical skills.
- ☑ Continued to promote and encourage employees to stay active in professional organizations such as the Women's Transportation Seminar, American Society of Civil Engineers, San Diego Highway Development Association, American Planning Association, and Urban Land Institute, among others.
- ☑ Continued strengthening our capacity and partnerships in the areas of Goods Movement and Energy Planning. I was appointed by the Secretary of the Department of Transportation to serve on the National Maritime Advisory Committee and currently serve as the Chair of this National Committee.
- ☑ Continued to strengthen partnerships with the other major MPOs in California – Southern California Association of Governments (SCAG), Metropolitan Transportation Commission, and Sacramento Area Council of Governments. Our Planning, Modeling, and Legal teams continue to work together on sharing information, standardizing assumptions, conducting joint evaluations, and developing common scenarios for regional planning issues. This new partnership has been recognized statewide and the California Transportation Commission (CTC), Legislature, and Governor's Office have been seeking more input from the group.
- ☑ The Government Finance Officers Association of the United States and Canada awarded a Certificate of Achievement for Excellence in Financial Reporting to SANDAG for our Comprehensive Annual Financial Report.

5. **Innovation**

- ☑ Secured a \$14 million TIGER Grant to replace rail bridges at Los Peñasquitos Lagoon. The rail bridge project was one of 52 projects selected for highly-competitive funding nationwide (out of 585 applications from 50 states).
- ☑ Secured \$38 million in new programming capacity from the state through the 2014 STIP. These funds help match or leverage the local revenues to implement the Board's *TransNet* Early Action Program.

- ☑ Entered into a Memorandum of Understanding for the funding, design, and construction of the Virginia Avenue Transit Facility Project with U.S. General Services Administration. This will allow for the transit facility to be included in the larger federal improvement project.
- ☑ Continued to provide services through the Service Bureau. We are currently working on 54 projects generating about \$360,000 in revenues, including \$56,000 in revenues in excess of expenses to enhance our Regional Information System.
- ☑ Through the Service Bureau, constructed over one mile of roadway corridor improvements for the City of Santee on Prospect Avenue between Cuyamaca Street and Magnolia Avenue (\$11 million).
- ☑ Continued implementation of our innovative Bench Program. The Bench was developed to assist certified small and disadvantaged business enterprises (DBE) in their efforts to participate in the new architectural and engineering (A&E) contracts. The Bench is open to DBE firms and small businesses that provide a variety of professional A&E services; it serves as a pool of certified firms that prime consultants can easily access to assist with SANDAG projects.
- ☑ As part of the Board Retreat, established a panel of industry leaders in the area of Shared-Use Mobility. They provided updates in carsharing, bikesharing, real-time ridesharing as well as new transportation network companies. The panel highlighted the role of public transit connections and multimodal integration in fostering shared-use mobility, which has potential implications and innovation for transportation planning and policy. Some of these ideas are now being incorporated into San Diego Forward: The Regional Plan.
- ☑ Reformatted the SANDAG website and increased the use of Facebook and Twitter for SANDAG projects/programs.

Areas of Emphasis

1. **Modeling, Research, Estimates, and Forecasts**

- ☑ SANDAG is utilizing our new, state-of-the-art ABM and PECAS modeling tools for development of San Diego Forward: The Regional Plan.
- ☑ Completed the Commercial Vehicle Model and a Dynamic Traffic Assignment Model that enhance the capabilities of our ABM.
- ☑ Entered into a one-year pilot program with the UC San Diego Supercomputer Center (Center) to use its supercomputers to run the ABM for SANDAG project work. This pilot program would test the feasibility of using the Center on an ongoing basis to improve model runtimes and reduce computer infrastructure costs for SANDAG.
- ☑ Completed the Series 13 Regional Growth Forecast. The forecast will serve as the foundation for San Diego Forward: The Regional Plan, including the alternative land use and transportation scenarios and other planning documents (e.g., water, general plans) across the region.

- ☑ Completed an interactive GIS Bike Map that shows street or topographic views as well as layers to highlight rail lines and steep routes.
- ☑ Continued collaboration with SanGIS to maintain and enhance the regional GIS Data Warehouse. Implemented web-based tools for reviewing and editing GIS data. Examples of regional collaboration projects include the development of regional parks, schools, conserved lands, and the zoning layers comment tool to improve our data accuracy.
- ☑ Continued to support the SAM Program by going into the local jails to conduct interviews with adult and juvenile arrestees. These interviews allow us to measure drug and other behavior trends among arrested adults and juveniles.
- ☑ Continued to partner with numerous law enforcement partners to help evaluate regional strategies to combat gang-related crime.
- ☑ Continued to serve as a member of the City of San Diego Commission on Gang Prevention.

2. Sustainable Development: Planning and Strategies.

- ☑ Prepared alternative land use and transportation scenarios to explore what it would take to further reduce GHG emissions beyond those projected in the 2050 RTP/SCS. The scenarios analyzed and reviewed by the Board included:
 - Scenario A: Second Units and Infill/Redevelopment in Urban and Suburban Areas
 - Scenario B: Transit Oriented Development
 - Scenario C: Multiple Dense Cores
- ☑ Continued the legal defense of the 2050 RTP/SCS.
- ☑ The Regional Habitat Conservation Fund of the *TransNet* Program has enabled SANDAG to help fill in the funding gaps for land managers throughout the region. In FY 2013/2014, SANDAG completed its sixth competitive Land Management Grant Program, which has now provided 70 grants, totaling \$11.5 million. This funding is being matched with \$7.2 million by the grantees. These land management grants allow land managers to restore, enhance, and protect endangered species and their habitats
- ☑ Allocated \$4 million toward implementation of regional land management and biological monitoring activities as part of the *TransNet* EMP.
- ☑ To date, 25 properties totaling 3,334 acres of land have been acquired throughout the San Diego region as mitigation for regional and local transportation projects through the *TransNet* EMP.
- ☑ Released a Call for Projects for a competitive land acquisition grant program using economic benefit funding, pursuant to an executed Memorandum of Agreement with state and federal agencies on the implementation of the *TransNet* EMP.

- ☑ Developed and Board accepted the San Diego Regional Plug-in Electric Vehicle Readiness Plan as a regional guide for use by local governments, public agencies, and others to support plug-in electric vehicle (PEV) adoption and electric vehicle charging station deployment throughout the region.
- ☑ Secured a grant from the California Energy Commission and established the San Diego Regional Electric Vehicle Infrastructure (REVI) Working Group. This work allows for collaborative planning for PEV charging infrastructure at the regional level, helping establish a cohesive and interconnected charging network and supporting state goals for PEV deployment.
- ☑ Continued to collaborate with other MPOs, Caltrans, the Port of San Diego, and the U.S. Department of Transportation on goods movement policies and strategies. Through this collaboration and advocacy, these policies and strategies are now being pushed for inclusion in the next federal surface transportation authorization. My continued service to the Secretary of the U.S. Department of Transportation while serving on the National Maritime Advisory Committee provides us with an opportunity to advocate for the San Diego's region's interests.
- ☑ Started construction of an expanded intermodal yard at San Ysidro and have made major improvements to the rail line between the U.S.-Mexico border and downtown San Diego.
- ☑ Throughout the year continued to meet at the policy level with the Orange County Transportation Authority (OCTA), SCAG, Riverside County Transportation Commission, San Bernardino Associated Governments, and Imperial County Transportation Commission on transportation related issues (i.e., 2050 RTP/SCS, Managed Lanes, State Route 241 Toll Road, goods movement, and border-related projects).
- ☑ All 17 Tribal Nations continue to participate at SANDAG, ensuring consultation with these sovereign governments in SANDAG activities and plans. This past year we held a Tribal Summit, where nearly all the Tribal Nations participated and provided input for the development of San Diego Forward: The Regional Plan.
- ☑ With the development of SR 11 and a new Otay Mesa East Border Crossing, coordination efforts with Mexico have been at an all-time high. Traveled to Mexico City several times and hosted our Mexican counterparts several times to advance this critical border infrastructure project.

3. **Sustainable Mobility Programs and Services**

- ☑ The 511 system continued to provide commuters with 24/7 automated traveler information. The system receives more than a 1 million calls annually, provides web information, provides for taxi transfers, and continues support of traveler information to public access channels.
- ☑ Continued to operate, maintain, and manage the SR 125 Toll Road. Revenues have continued to exceed projections, and traffic continues to grow as anticipated. Average Daily Traffic is just under 50,000.

- ☑ Continued to administer an aggressive Regional TDM Program, which currently includes 721 vanpools and nearly 5,500 vanpool passengers. The program reduces more than 350,000 Single Occupant Vehicle trips annually and reduces more than 130 vehicle miles traveled.
- ☑ Completed and Board approved a regional early action program that advances \$200 million for bike and pedestrian projects throughout the San Diego region. Several projects are under construction, and several are being designed.
- ☑ Continued advanced planning for the new light-rail transit lines in the 2050 RTP/SCS. This work is feeding into San Diego Forward: The Regional Plan, and early indications are that the I-805 line could serve a significant number of transit riders and alleviate the need for an expensive downtown trolley tunnel (potentially saving the region billions of dollars).
- ☑ Updated the State of the Commute Report, which helps us monitor the performance of the regional transportation system.
- ☑ A fleet of fulltime roving tow trucks and pickup trucks continue to patrol about 242 miles of the San Diego freeway system, providing motorist service and assistance to stranded or disabled vehicles during peak commute hours. On an annual basis they assist about 50,000 motorists. This service continues to help reduce congestion and has proven to be a cost-effective traffic management strategy.
- ☑ Continued management and operation of the I-15 FasTrak Value Pricing Program. This continues to be an effective traffic management tool and is helping to provide critical dollars to enhance transit service on the I-15 corridor. The program provides the Metropolitan transit System with up to \$1 million per year to help pay for transit services in the corridor.

4. **Intermodal Planning and Implementation**

- ☑ Continued to partner with the San Diego County Regional Airport Authority on the advanced planning for the ITC at the San Diego International Airport. The Authority is looking to add parking next to Terminals 1 and 2. The advanced planning reviewed the Authority traffic numbers to determine impacts to the regional transit system.
- ☑ Completed advanced planning for San Ysidro ITC. After an extensive public outreach process, a market analysis was conducted, an opportunity and constraints analysis was completed, a preferred alternative was selected, and preliminary cost estimates and a phasing plan were developed.
- ☑ Completed the transfer of management responsibilities for the LOSSAN Corridor to OCTA and participated as a member of the new JPA. This includes participation in coordination and project development activities along the corridor with JPA counterparts to the north.
- ☑ Continued to stay in touch with the California High Speed Rail Authority. The Authority has been focused on the challenges they have in the Central Valley, and without the ability to sell bonds there are limited resources available for the San Diego to Los Angeles portion.

- ☑ Continued to make progress on the SR 11/Otay Mesa East Border Crossing Project. Started construction on the first phase of the project and completed the investment-grade Traffic and Revenue Study.

5. Internal and External Coordination

- ☑ SANDAG is responsible for programming STIP monies, federal Regional Surface Transportation and Congestion Mitigation and Air Quality funds, *TransNet* revenues, and other funds for transportation improvement projects and programs. In this capacity we track project scope, schedule, and costs on an ongoing basis to ensure that budgets and schedules are being met, and that we are complying with all state and federal requirements so that funds are most efficiently used and are not lost to the region. To date, no funds have been lost as we aggressively manage all the various fund types.
- ☑ Recently updated the *TransNet* Plan of Finance to ensure that project schedules and costs are up-to-date. The plan also helps us forecast and manage cash flow needs to ensure projects can be completed as planned.
- ☑ Continued outreach to the press, key stakeholders, and the general public on *TransNet* projects, educating groups on individual projects and programs as well as the comprehensive effort being made under the overall *TransNet* Program to create a multimodal transportation system that offers choices to the region's travelers.
- ☑ Continued public outreach and provided public information through monthly rEgion newsletter, SANDAG Board of Directors actions, broadcasted meetings on the SANDAG website, and utilization of social media (Facebook and Twitter) to extend our outreach efforts.
- ☑ Continued to work closely with news media to highlight SANDAG projects and activities throughout the region (i.e., press events for all major projects, interviews, and meetings with editorial boards).
- ☑ Continued to work closely with Spanish language media to highlight SANDAG projects and activities throughout the region. All interviews conducted in Spanish.
- ☑ Held press events and ceremonies to highlight groundbreaking and completion of major construction projects throughout the region.
- ☑ Continued to meet with the San Diego legislative delegation on a regular basis to provide input on key issues and to advance the SANDAG Legislative Program. Also testified at various legislative hearings on transportation and other issues that impact the San Diego region.
- ☑ Continued to participate with both the California Association of Councils of Governments (CALCOG) at the state level and the National Association of Regional Councils (NARC) at the national level. Held leadership positions in both organizations, helped develop an agenda for CALCOG, and influenced NARC's goals at the national level.

- Stayed active on Chamber and EDC boards throughout the region. Continued to serve on the Board of Directors of the San Diego Regional Chamber of Commerce. Also participated in the "One Region, One Voice" trips to Washington D.C., Sacramento, and Mexico City.
-

**FY 2015 KEY SUCCESS INDICATORS FOR THE
SANDAG EXECUTIVE DIRECTOR**

The following “Key Success Indicators” shall be used to evaluate the overall performance of the SANDAG Executive Director for FY 2015.

Capital Program

The SANDAG Capital Program is the largest and most complex program at SANDAG. Implementation of this program is critical to the success of the agency and the San Diego region.

Indicators	Targets for FY 2015
• Number of Projects under Construction	7-11
• Value of Projects being Constructed	\$350 million to \$500 million
• Number of Projects in Design	7-10
• Value of Projects being Designed	\$1.5 billion to \$2.5 billion

Allows the agency to be ready for future funding opportunities

Program Budget

The SANDAG Program Budget is an overall blueprint for the activities conducted by the agency. Implementation of all the activities within the Program Budget is a key responsibility of the Executive Director.

Indicators	Targets for FY 2015
• Board-approved Program Budget	\$1.196 Billion
• Actual End of Year Costs	*
• Savings	*
• New Revenues added	*

** To be reported at the end of the evaluation period*

Innovation

From time to time, there are new opportunities that arise that are beyond the tasks or projects identified in the Board-approved Program Budget (e.g., acquisition of the State Route 125 Toll Road). A hallmark of the agency and its Executive Director has been to find innovative ways to take advantage of the opportunities while still accomplishing the budgeted work.

Indicators	Targets for FY 2015
<ul style="list-style-type: none">• New Initiatives	*

Human Resources

The biggest asset of SANDAG is its people. Investment in our human resources is critical to our sustainability and provides a good indicator of the health of the organization.

Indicators	Targets for FY 2015
<ul style="list-style-type: none">• Employee Vacancy Rate	2% to 5%
<ul style="list-style-type: none">• Employee Turnover Rate	10% to 15%
<ul style="list-style-type: none">• Professional Development & Training<ul style="list-style-type: none">-- Employee participation levels in areas such as project management, effective communications, management/leadership, and technical training required for successful job performance-- Internal candidates that compete for and/or are selected for promotional opportunities	*

** To be reported at the end of the evaluation period*

ATTACHMENT

AT-WILL EXECUTIVE EMPLOYMENT AGREEMENT

This Executive Employment Agreement ("Agreement") is made effective as of January 23, 2004 ("Effective Date"), by and between the San Diego Association of Governments ("SANDAG") and Gary Gallegos ("Mr. Gallegos").

The parties agree as follows:

The current Executive Employment Agreement (attached hereto) shall remain in full force and effect until midnight June 30, 2004 and at said time shall terminate and be superceded by the Agreement set forth herein for the term set forth in section 3 below.

1. Employment. SANDAG hereby employs Mr. Gallegos as an at-will employee, and he hereby accepts such employment, upon the terms and conditions set forth herein.

2. Duties

2.1 Position. Mr. Gallegos is employed as Executive Director and shall have the duties and responsibilities assigned by SANDAG's Board of Directors ("Board of Directors") both upon the effective date of this Agreement and as may be reasonably assigned from time to time. Mr. Gallegos shall perform faithfully and diligently all duties assigned to him. SANDAG reserves the right to modify Mr. Gallegos' position and duties at any time in its sole and absolute discretion, provided that the duties assigned are consistent with the position of a chief executive and that Mr. Gallegos continues to report to the Board of Directors.

2.2 Best Efforts/Full-time. Mr. Gallegos will expend his best efforts on behalf of SANDAG, and will abide by all policies and decisions made by SANDAG, as well as all applicable federal, state and local laws, regulations or ordinances. Mr. Gallegos will act in the best interest of SANDAG at all times. Mr. Gallegos shall devote his full business time and efforts to the performance of his assigned duties for SANDAG, unless he notifies the Board of Directors in advance of his intent to engage in other paid work and receives the Board of Directors' express written consent to do so.

2.3 Work Location. Mr. Gallegos' principal place of work shall be located in San Diego, California, or such other location as the parties may agree upon from time to time.

3. Term.

3.1 Initial Term. The employment relationship pursuant to this Agreement shall be for an Initial Term of five (5) years, commencing on July 1, 2004, and continuing for three years following such date unless sooner terminated in accordance with section 7 below.

3.2 Optional: Renewal. On completion of the five (5) year term specified in subsection 3.1 above, this Agreement will automatically renew for one subsequent three (3) year term, unless either party provides one hundred twenty (120) days advance written notice to the other that SANDAG/Mr. Gallegos does not wish to renew the Agreement for a subsequent term. In the event either party gives notice of nonrenewal pursuant to this subsection 3.2, this Agreement will expire at the end of the current term. The Base Salary for the subsequent three (3) year term shall commence at \$240,000 per year for the first year of the subsequent term, and subject to the

provisions of subsection 4.2 below, adjust to \$250,000 per year at the commencement of the second year of the subsequent term, and to \$260,000 per year at the commencement of the third year of the subsequent term.

4. Compensation.

4.1 Base Salary. As compensation for Mr. Gallegos' performance of his duties hereunder, SANDAG shall pay to Mr. Gallegos a Base Salary of \$190,000 per year, as adjusted pursuant to subsection 4.2 below, payable in accordance with the normal payroll practices of SANDAG, less required deductions for state and federal withholding tax, social security, and all other employment taxes and payroll deductions. In the event Mr. Gallegos' employment under this Agreement is terminated by either party, for any reason, Mr. Gallegos will earn the Base Salary prorated to the date of termination.

4.2 Performance and Salary Review. The Board of Directors shall annually review the performance of Mr. Gallegos. If, based upon the Board's annual evaluation of the specific performance of Mr. Gallegos his performance is determined to be satisfactory, the Board of Directors shall adjust the Base Salary to \$200,000 per year at the commencement of the second year, to \$210,000 per year at the commencement of the third year, to \$220,000 per year at the commencement of the fourth year, and to \$230,000 per year at the commencement of the fifth year. Adjustments to salary, if any, will be made by the Board of Directors in its sole and absolute discretion.

4.3 Performance Review Process. The Board of Directors shall use the established performance evaluation criteria, as amended from time to time, in the annual review described in subsection 4.2 above.

5. Fringe Benefits. Mr. Gallegos will receive paid fringe benefits as set forth on Exhibit "A" hereto. SANDAG reserves the right to change or eliminate the fringe benefits on a prospective basis, at any time, effective upon notice to Mr. Gallegos, if the benefit(s) are those provided to SANDAG staff and changed or eliminated for all staff. In addition to the fringe benefits set forth on Exhibit A, Mr. Gallegos shall receive: (a) twenty (20) days of vacation per year; (b) (13) days/per year of sick leave in accordance with SANDAG administrative rules; and (c) holidays in accordance with SANDAG administrative rules. In addition to the twenty days vacation, Mr. Gallegos may also be granted up to an additional twenty (20) days of vacation per year in even numbered years, upon approval of the Chair of the Board of Directors. There shall be no payout of this additional amount if it is unused, and it shall not be used in lieu of, but in addition to the normal twenty days granted.

6. Business Expenses. Mr. Gallegos will be reimbursed for all reasonable, out-of-pocket business expenses incurred in the performance of his duties on behalf of SANDAG. To obtain reimbursement, expenses must be submitted promptly with appropriate supporting documentation in accordance with SANDAG's policies.

7. Termination of Mr. Gallegos' Employment.

7.1 Termination by SANDAG. Although SANDAG anticipates a mutually rewarding employment relationship with Mr. Gallegos, SANDAG may terminate his employment immediately at any time with or without cause. For purposes of this Agreement, "Cause" is defined as: (a) acts or omissions constituting gross negligence, recklessness or willful misconduct on the part of Mr. Gallegos with respect to his obligations or otherwise relating to the business of SANDAG; (b) Mr. Gallegos' material breach of this Agreement; (c) Mr. Gallegos' conviction or entry of a plea of nolo contendere for fraud, misappropriation or embezzlement, or any felony or crime or moral turpitude; (d) Mr.

Gallegos' willful neglect of duties as determined in the sole and exclusive discretion of the Board of Directors; (e) Mr. Gallegos' failure to perform the essential functions of his position, with or without reasonable accommodation, due to a mental or physical disability; or (f) Mr. Gallegos' death. In the event Mr. Gallegos' employment is terminated in accordance with subsection 7.1, he shall be entitled to receive the Base Salary then in effect, prorated to the date of termination, and a "Severance Payment," equivalent to six months of his Base Salary then in effect on the date of termination, payable in a lump sum, provided that Mr. Gallegos executes a full general release, releasing all claims, known or unknown, that he may have against SANDAG arising out of or any way related to his employment or termination of employment with SANDAG. All other SANDAG obligations to Mr. Gallegos will be automatically terminated and completely extinguished. The Board of Directors may determine, at its discretion, that circumstances exist whereby Mr. Gallegos shall be terminated with cause and without severance pay. If this determination is made and executed, Mr. Gallegos has no obligation to execute any form of release, and all other SANDAG obligations to Mr. Gallegos will be automatically terminated and completely extinguished.

If SANDAG terminates Mr. Gallegos' employment without cause, SANDAG shall provide Mr. Gallegos sixty (60) days advance written notice. In the event of termination without cause, Mr. Gallegos will receive the Severance Payment in accordance with subsection 7.1 at the end of the sixty (60) day notice of termination without cause period.

7.2 Voluntary Resignation by Mr. Gallegos. Mr. Gallegos may voluntarily resign his position with SANDAG, at any time, on one hundred twenty (120) days advance written notice. In the event of Mr. Gallegos' resignation, he will be entitled to receive only the Base Salary plus paid benefits for the 120-day notice period and no other amount for the remaining months of the remaining term of this Agreement, if any. All other SANDAG obligations to Mr. Gallegos pursuant to this Agreement will become automatically terminated and completely extinguished. In addition, Mr. Gallegos will not be entitled to receive the Severance Payment described in subsection 7.1 above.

7.3 Termination Upon Creation of a New Regional Transportation Agency.

Severance Payment. If Mr. Gallegos' employment is terminated by SANDAG or any successor agency within twelve (12) months after the creation of a new Regional Transportation Agency, which succeeds to any of the powers or duties of SANDAG, or by act of any legislation that results in the termination of Mr. Gallegos with that time period, he shall be entitled to receive the Severance Payment equivalent to twelve (12) months of his Base Salary then in effect on the date of the termination payable in a lump sum, provided he complies with all the conditions described in subsection 7.1 above. If Mr. Gallegos is offered an equivalent position at an equivalent salary with a new Regional Transportation Agency, as described in subsection 7.3 and does not accept the position, Mr. Gallegos will not be entitled to the Severance Payment described in subsection 7.3.

7.4 Termination of Employment Upon Nonrenewal. In the event either party decides not to renew this Agreement for a subsequent term in accordance with subsection 3.2 above, the Agreement will expire, Mr. Gallegos' employment with SANDAG will terminate, and Mr. Gallegos will only entitled to his Base Salary paid through the last day of the current term. All other SANDAG obligations to Mr. Gallegos pursuant to this Agreement will become automatically terminated and completely extinguished. Mr. Gallegos will not be entitled to the Severance Payment described in subsection 7.1 above.

8. No Conflict of Interest. During the term of Mr. Gallegos' employment with SANDAG and during any period he is receiving payments from SANDAG, Mr. Gallegos must not engage in any work, paid or unpaid, that creates an actual or potential conflict of interest with SANDAG. If the Board of Directors' believes such a conflict exists during the term of this Agreement, the Board of

Directors may ask Mr. Gallegos to choose to discontinue the other work or resign employment with SANDAG.

9. Agreement to Arbitrate. To the fullest extent permitted by law, Mr. Gallegos and SANDAG agree to arbitrate any controversy, claim or dispute between them arising out of or in any way related to this Agreement, the employment relationship between SANDAG and Mr. Gallegos and any disputes upon termination of employment, including but not limited to breach of contract, tort, discrimination, harassment, wrongful termination, demotion, discipline, failure to accommodate, family and medical leave, compensation or benefits claims, constitutional claims; and any claims for violation of any local, state or federal law, statute, regulation or ordinance or common law. For the purpose of this Agreement, to arbitrate, references to SANDAG include all parent, subsidiary or related entities and their employees, supervisors, officers, directors, agents, pension or benefit plans, pension or benefit plan sponsors, fiduciaries, administrators, affiliates and all successors and assigns of any of them, and this Agreement shall apply to them to the extent Mr. Gallegos' claims arise out of or relate to their actions on behalf of SANDAG.

9.1 Consideration. The mutual promise by SANDAG and Mr. Gallegos to arbitrate any and all disputes between them (except for those referenced above) rather than litigate them before the courts or other bodies, provides the consideration for this Agreement to arbitrate.

9.2 Initiation of Arbitration. Either party may exercise the right to arbitrate by providing the other party with written notice of any and all claims forming the basis of such right in sufficient detail to inform the other party of the substance of such claims. In no event shall the request for arbitration be made after the date when institution of legal or equitable proceedings based on such claims would be barred by the applicable statute of limitations.

9.3 Arbitration Procedure. The arbitration will be conducted in San Diego, California by a single neutral arbitrator and in accordance with the then current rules for resolution of employment disputes of the American Arbitration Association (" AAA "). The parties are entitled to representation by an attorney or other representative of their choosing. The arbitrator shall have the power to enter any award that could be entered by a judge of the trial court of the State of California, and only such power, and shall follow the law. The parties agree to abide by and perform any award rendered by the arbitrator. Judgment on the award may be entered in any court having jurisdiction thereof.

9.4 Costs of Arbitration. Each party shall bear one-half the cost of the arbitration filing and hearing fees, and the cost of the arbitrator.

10. General Provisions.

10.1 Successors and Assigns. The rights and obligations of SANDAG under this Agreement shall inure to the benefit of and shall be binding upon the successors and assigns of SANDAG. Mr. Gallegos shall not be entitled to assign any of his rights or obligations under this Agreement.

10.2 Waiver. Either party's failure to enforce any provision of this Agreement shall not in any way be construed as a waiver of any such provision, or prevent that party thereafter from enforcing each and every other provision of this Agreement.

10.3 Attorney's Fees. Each side will bear its own attorney's fees in any dispute unless a statutory section at issue, if any, authorizes the award of attorneys' fees to the prevailing party.

10.4 Severability. In the event any provision of this Agreement is found to be unenforceable by an arbitrator or court of competent jurisdiction, such provision shall be deemed modified to the extent necessary to allow enforceability of the provision as so limited, it being intended that the parties shall receive the benefit contemplated herein to the fullest extent permitted by law. If a deemed modification is not satisfactory in the judgment of such arbitrator or court, the unenforceable provision shall be deemed deleted, and the validity and enforceability of the remaining provisions shall not be affected thereby.

10.5 Interpretation; Construction. The headings set forth in this Agreement are for convenience only and shall not be used in interpreting this Agreement. This Agreement has been drafted by legal counsel representing SANDAG. Mr. Gallegos has participated in the negotiation of its terms. Furthermore, Mr. Gallegos acknowledges that he has had an opportunity to review and revise the Agreement and have it reviewed by legal counsel, if desired, and, therefore, the normal rule of construction to the effect that any ambiguities are to be resolved against the drafting party shall not be employed in the interpretation of this Agreement.

10.6 Governing Law. This Agreement will be governed by and construed in accordance with the laws of the United States and the State of California.

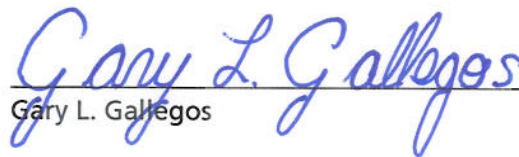
10.7 Notices. Any notice required or permitted by this Agreement shall be in writing and shall be delivered as follows with notice deemed given as indicated: (a) by personal delivery when delivered personally; (b) by overnight courier upon written verification of receipt; (c) by telecopy or facsimile transmission upon acknowledgment of receipt of electronic transmission; or (d) by certified or registered mail, return receipt requested, upon verification of receipt.

11. Entire Agreement. This Agreement constitutes the entire Agreement between the parties relating to this subject matter and supersedes all prior or simultaneous representations, discussions, negotiations, and Agreements, whether written or oral. This Agreement may be amended or modified only with the written consent of Mr. Gallegos and the Board of Directors' of SANDAG. No oral waiver, amendment or modification will be effective under any circumstances whatsoever.

THE PARTIES TO THIS AGREEMENT HAVE READ THE FOREGOING AGREEMENT AND FULLY UNDERSTAND EACH AND EVERY PROVISION CONTAINED HEREIN. WHEREFORE, THE PARTIES HAVE EXECUTED THIS AGREEMENT ON THE DATES SHOWN BELOW.

MR. GALLEGOS

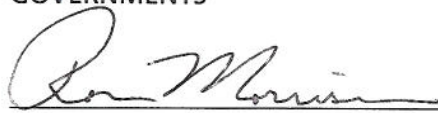
Dated: 1-23-04



Gary L. Gallegos

SAN DIEGO ASSOCIATION OF
GOVERNMENTS

Dated: 1-23-04



Hon. Ron Morrison, Chair
SANDAG Board of Directors

Attachment: Exhibit A – Fringe Benefits

EXHIBIT A

SAN DIEGO ASSOCIATION OF GOVERNMENTS EXECUTIVE DIRECTOR

FRINGE BENEFITS

EXECUTIVE BENEFITS

- ◆ PERS (Employee Share)*
- ◆ Health Insurance (Employee + Dependents)*
- ◆ Dental/Vision Insurance (Employee + Dependents)*
- ◆ Workers Compensation*
- ◆ SHORT and Long-Term Disability*
- ◆ Life/AD&D (\$300,000)**
- ◆ Travel Insurance (\$250,000)*
- ◆ Auto Allowance (\$800 month)
- ◆ Parking**
- ◆ Executive Health Program**
- ◆ Executive Benefit of 2.5% for use in buying leave time or additional benefits**
- ◆ Deferred Compensation (ICMA 457) (100% of Maximum Employee Share)
- ◆ Conditioned on concurrence by PERS, a Supplemental Retirement Contribution to provide a similar benefit as provided to consolidated employees under the provisions of SB 1703 that would allow total years served at Caltrans to be included as years in service at the 2.7 @ 55 formula upon retirement. A new employee option, "Airtime" allows the purchase of 5 years additional retirement credit. This would be similar to the value of a buy-back had the Executive Director received the same benefits as SANDAG employees at time of consolidation. Costs of this benefit shall be paid over any term and through any method determined to be in the best interest of SANDAG.

* Items noted are benefits provided to all SANDAG staff.

** Items noted are benefits provided to all SANDAG Management staff.

**FIRST AMENDMENT
TO THE EXECUTIVE EMPLOYMENT AGREEMENT BETWEEN
THE SAN DIEGO ASSOCIATION OF GOVERNMENTS
AND GARY GALLEGOS**

THIS FIRST AMENDMENT ("Amendment") is made this 22nd day of January, 2010, by and between the San Diego Association of Governments (hereinafter referred to as "SANDAG"), 401 B Street, Suite 800, San Diego, California, and Gary Gallegos (hereinafter referred to as "Mr. Gallegos"), in view of the following recitals which are a substantive part of this Amendment:

RECITALS:

- A. On or about January 23, 2004, SANDAG and Mr. Gallegos entered into an Executive Employment Agreement which provides that Mr. Gallegos shall serve as SANDAG's Executive Director for a specified term (the "Agreement").
- B. The purpose of this Amendment is to modify the Agreement to extend the term and adjust the compensation provisions. Mr. Gallegos shall remain bound to the terms of the Agreement except to the extent the terms of this Amendment conflict with the Agreement in which case this First Amendment shall supersede the Agreement. Nothing in this First Amendment relieves Mr. Gallegos of his obligation to perform as required by the Agreement unless expressly stated herein.

NOW, THEREFORE, it is agreed as follows:

- 1. Section 3.1 of the Agreement (Initial Term) shall be amended to instead read as follows:

Initial Term. The employment relationship pursuant to this Agreement shall be for an initial term of five (5) years (Initial Term), commencing on July 1, 2004, and then will continue for a subsequent term of six (6) years and five (5) months (Subsequent Term) following the Initial Term pursuant to Section 3.2 unless sooner terminated in accordance with Section 7 below.

- 2. Section 3.2 of the Agreement (Optional: Renewal) shall be amended to instead read as follows:

Subsequent Term. On completion of the five (5) year Initial Term specified in Section 3.1 above, this Agreement shall be extended for the Subsequent Term of six (6) years and five (5) months. The Base Salary for the Subsequent Term shall commence at \$240,000 per year for the first year, and subject to the provisions of subsection 4.2 below, adjust to \$250,000 per year at the commencement of the second year, to \$260,000 per year at the commencement of the third year, to \$270,000 per year at the commencement of the fourth year, to \$280,000 at the commencement of the fifth year, and to \$290,000 per year at the commencement of the sixth year of the Subsequent Term.

All other provisions of said Agreement, not amended herein, shall remain in full force and effect.

THE PARTIES TO THIS AGREEMENT HAVE READ THE FOREGOING FIRST AMENDMENT AND FULLY UNDERSTAND EACH AND EVERY PROVISION CONTAINED HEREIN. WHEREFORE, THE PARTIES HAVE EXECUTED THIS FIRST AMENDMENT ON THE DATES SHOWN BELOW.

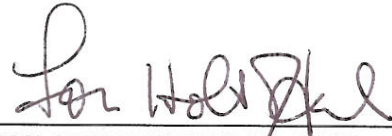
GARY L. GALLEGOS

Dated: 1-22-10


GARY L. GALLEGOS

SAN DIEGO ASSOCIATION OF
GOVERNMENTS

Dated: 1-22-10


HON. LORI HOLT PFEILER, CHAIR

SANDAG Board of Directors

**Comparison of Regional Agency
Executive Salaries**

Agency	Equivalent Executive Director Position	Current Salary
Association of Bay Area of Governments (ABAG)	Executive Director	\$198,000
Grossmont Healthcare District	CEO	\$198,528*
Los Angeles County Metropolitan Transportation Authority (Metro)	CEO	\$325,499
Metropolitan Transit System (MTS)	CEO	\$334,922
Metropolitan Transportation Commission (MTC)	Executive Director	\$312,852
North County Transit District (NCTD)	CEO	\$249,184
Orange County Transportation Authority (OCTA)	CEO	\$298,500
Palomar Pomerado Hospital District	President/CEO**	\$700,858*
Port of San Diego	President/CEO**	\$257,000
Riverside County Transportation Commission (RCTC)	Executive Director	\$255,549
Sacramento Area Council of Governments (SACOG)	CEO	\$271,164
San Bernardino Association of Governments (SANBAG)	Executive Director	\$227,283
San Diego County Regional Airport Authority	President/CEO	\$288,065
San Diego County Water Authority	General Manager	\$264,300
Southern California Association of Governments (SCAG)	Executive Director	\$259,189
Tri-City Hospital District	CEO**	\$665,878*

* 2012 Annual Salary Maximum as reported on State Controller's website

** Due to staffing changes and/or current vacancies, the reported salary is for the former incumbent.



**BOARD OF DIRECTORS
SEPTEMBER 26, 2014**

ACTION REQUESTED - APPROVE

**PROPOSED FINAL 2014 REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM, INCLUDING THE
AIR QUALITY CONFORMITY DETERMINATION**

File Number 1500300

Introduction

SANDAG, serving as the region’s Metropolitan Planning Organization, is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP). The RTIP is a multiyear program of proposed major transportation projects in the San Diego region, including the *TransNet* Program of Projects. The current 2012 RTIP, adopted by the Board of Directors on September 28, 2012, covers the five-year period from FY 2013 through FY 2017. This proposed final 2014 RTIP, covering the period FY 2015 through FY 2019, is a \$12.6 billion program, which implements projects included in the 2050 Regional Transportation Plan (RTP) and its Sustainable Communities Strategy. The final 2014 RTIP is due to the state by October 1, 2014.

Recommendation

The Transportation Committee recommends that the Board of Directors: (1) adopt Resolution No. 2015-05 (Attachment 1), approving the Proposed Final 2014 Regional Transportation Improvement Program (RTIP), including its air quality conformity determination and the air quality conformity re-determination of the 2050 Revenue Constrained Regional Transportation Plan, in substantially the same form as attached; and (2) direct staff to submit the final 2014 RTIP to the state.

Discussion

At its July 25, 2014, meeting, the Board of Directors released the draft 2014 RTIP for distribution for a 30-day public comment period, ending August 25, 2014. A public hearing was held at the September 5, 2014, Transportation Committee meeting and no comments from the public were received. All written public comments received prior to the hearing, along with SANDAG responses, are included in the proposed final 2014 RTIP document in Appendix A-9 of the proposed final 2014 RTIP and Attachment 7 of this report.

Attachment 2 provides a summary of major projects by mode for the proposed final 2014 RTIP. Of the nearly \$12.6 billion program total, approximately \$3.4 billion is allocated for major multi-modal facilities, which include highway improvements such as High Occupancy Vehicle and Managed Lanes that can accommodate Bus Rapid Transit (BRT) (i.e., BRT stations and Direct Access Ramps) projects. Nearly \$2.8 billion is programmed toward major transit projects; approximately \$1.1 billion for major highway projects; nearly \$4 billion for operations and maintenance on transit and local street and road projects, which includes the *TransNet* Environmental Mitigation Program; nearly \$205 million on Active Transportation projects; approximately \$992 million for local street

improvements; and nearly \$129 million for Transportation Demand Management and Transportation Systems Management projects. Federal and state funds account for about 48 percent (about \$6 billion) of the total.

This proposed final 2014 RTIP includes minor changes and clarification for projects from the draft that was released for public comment; these changes are included in Table 2-1 (Attachment 3). The individual project listing for the proposed final 2014 RTIP is included in Table 3-1 (Attachment 4) and reflects these changes.

Independent Taxpayer Oversight Committee

The Independent Taxpayer Oversight Committee (ITOC) reviewed the draft 2014 RTIP at its meeting on July 9, 2014, focusing its review on the *TransNet* Program of Projects (POP), including compliance with the *TransNet* Ordinance and requirements of SANDAG Board Policy No. 031: *TransNet* Ordinance and Expenditure Plan Rules; there were no comments. At its September 10, 2014, meeting, the ITOC reviewed the proposed final 2014 RTIP, focusing its review on the *TransNet* POP, and had no comments.

Fiscal Constraint Analysis

Federal regulations require the RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Funding assumptions are generally based upon: (1) authorized or appropriated levels of federal and state funding from current legislation; (2) conservative projections of future federal and state funding based upon a continuation of current funding levels; (3) the most current revenue forecasts for the *TransNet* Program; and (4) the planning and programming documents of the local transportation providers.

Tables 4-1a through 4-1c (Attachment 5) provide updated program summaries. (Chapter 4 of the 2014 RTIP discusses, in detail, the financial capacity analysis of major program areas, including discussion of available revenues.) As provided in Tables 4-1a through 4-1c, the projects contained within the proposed final 2014 RTIP have sufficient revenues to carry out the programmed projects.

Air Quality Conformity Requirements

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

The quantitative emissions analyses for the proposed final 2014 RTIP and for the conformity redetermination for the 2050 RTP have been conducted, and the results indicate that they meet the air quality conformity requirements. The draft analyses were presented to the SANDAG Conformity Working Group for review and comment at its June 4, 2014, meeting and there were no comments. In addition, the analyses were distributed, along with the draft 2014 RTIP, for a 30-day public comment period, with no comments, and finalized as part of the proposed final 2014 RTIP. The Regional Emissions Analysis and Modeling Procedures that demonstrate that the region is in compliance are included in Attachment 6. Additional discussion is included in Chapter 5 and Appendix A-6 of the 2014 RTIP.

Public Notice

At its meeting on July 25, 2014, the Board of Directors released the draft 2014 RTIP for a 30-day public review and comment period, which concluded on August 25, 2014. Notices of availability of the draft 2014 RTIP document, including its air quality conformity analysis and the draft air quality conformity redetermination of the 2050 RTP, were sent to all interested parties, including various SANDAG working groups and committees as well as those considered Low-Income, Minority or Tribal areas. Additionally, the notice of availability of the draft report for public comment was posted in the public notices section on the SANDAG website in both English and Spanish. The request for public comments also was posted on the SANDAG Facebook page as well as on the 2014 RTIP website at www.sandag.org/2014RTIP. In addition, notices for the September 5, 2014, public hearing were published in several newspapers of general circulation – The San Diego Union-Tribune, North County Times, El Latino, and Asian Journal. SANDAG received comments from two public organizations during the comment period. Attachment 7 includes a table of the comments and their corresponding responses.

Next Steps

Pending the Board of Directors action, the Final 2014 RTIP and its air quality conformity determination and air quality redetermination of the 2050 RTP will be submitted to the state by October 1, 2014, for a 30-day public review period and state approval. SANDAG anticipates federal approval by mid-December 2014.

GARY L. GALLEGOS

Executive Director

- Attachments:
1. Resolution No. 2015-05, Adopting the 2014 Regional Transportation Improvement Program and Air Quality Conformity Determination
 2. Table 1-1: 2014 Program Summary of Major Projects by Mode
 3. Table 2-1: Changes from Draft 2014 RTIP
 4. Table 3-1: Proposed Final 2014 Regional Transportation Improvement Program
 5. Tables 4-1a to 4-1c: Fiscal Constraint Tables
 6. Regional Emissions Analysis and Modeling Procedures
 7. Public Comments and Responses on 2014 RTIP

Key Staff Contact: Michelle Smith, (619) 595-5608, michelle.smith@sandag.org

The full report including attachments can be downloaded via [sandag.org](http://www.sandag.org)

The Regional Transportation Improvement Program can be downloaded at <http://www.sandag.org/2014RTIP>

Hard copies of the report are available by contacting the Public Information Office at (619) 699-1950 or pio@sandag.org



401 B Street, Suite 800
San Diego, CA 92101
Phone (619) 699-1900 • Fax (619) 699-1905
www.sandag.org

**RESOLUTION NO.
2015-05**

**ADOPTING THE 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
AND AIR QUALITY CONFORMITY DETERMINATION**

WHEREAS, Title 23 and 49 of the Code of Federal Regulations require the preparation and updating of a Transportation Improvement Program by the Metropolitan Planning Organization (MPO); and

WHEREAS, Sections 14527 and 65082 of the California Government Code require the biennial preparation of a Regional Transportation Improvement Program (RTIP) by the Regional Transportation Planning Agency (RTPA); and

WHEREAS, the San Diego Association of Governments (SANDAG) has been designated the MPO and the RTPA for the San Diego region; and

WHEREAS, the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (Proposition A 2004) further provides that the SANDAG Board, acting as the San Diego County Regional Transportation Commission (RTC), shall approve a multiyear *TransNet* sales tax-funded Program of Projects (POP) as part of the RTIP; and

WHEREAS, SANDAG, through the conduct of a continuing, cooperative, and comprehensive transportation planning process and in conformance with all applicable federal and state requirements, has prepared the 2014 RTIP, including an updated *TransNet* POP for the San Diego region; and

WHEREAS, the 2014 RTIP has been found to be in conformance with the 2050 Revenue Constrained Regional Transportation Plan (RTP), the 2009 Regional Air Quality Strategy (RAQS), the 2002 and 2004 State Implementation Plans (SIPs), the California Transportation Commission adopted 2014 State Transportation Improvement Program, Moving Ahead for Progress in the 21st Century and the *TransNet* Ordinance and Expenditure Plans, including reasonable available funding provisions; and

WHEREAS, the 2014 RTIP projects have been developed from the 2050 Revenue Constrained RTP and satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450; and; and

WHEREAS, the 2014 RTIP projects are fiscally constrained as shown in Tables 4-1a through 4-1c; and

WHEREAS, the 2014 RTIP provides for timely implementation of Transportation Control Measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis

demonstrates that implementation of the RTIP projects and programs meet all of the emissions budgets from the *Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County*, which were found adequate for transportation conformity purposes by the U.S. Environmental Protection Agency in 2013, and from the *Eight-Hour Ozone Attainment Plan for San Diego County*, which were found adequate for transportation conformity purposes by U.S. Environmental Protection Agency in 2008, and from the *2004 Revision to California SIP for Carbon Monoxide*, which was approved as a SIP revision in 2006; and

WHEREAS, the public and affected agencies have been provided notice of and an opportunity to comment on the 2014 RTIP and its air quality conformity determination and the re-determination of the 2050 Revenue Constrained RTP and agencies with funding allocations in the 2014 RTIP have been directed to hold public meetings on their respective projects;

WHEREAS the public was given a 30 day comment period on the 2014 RTIP with notices sent in English and Spanish to extensive mailing lists used by SANDAG, including its Community-Based Outreach network, which represents a wide variety of minority, low-income, disabled, elderly and limited English proficiency populations; and a public hearing was held at a SANDAG Transportation Committee meeting on September 5, 2014, to present the 2014 RTIP and its air quality conformity determination and the re-determination of conformity of the 2050 Revenue Constrained RTP; and to solicit additional testimony from the public;

NOW THEREFORE BE IT RESOLVED that SANDAG finds the 2014 RTIP and the 2050 Revenue Constrained RTP, to be in conformance with the applicable SIPs for the San Diego region; and

BE IT FURTHER RESOLVED, that the SANDAG Board of Directors has taken into consideration the comments received by SANDAG from the public on the 2014 RTIP and its air quality conformity determination; and

BE IT FURTHER RESOLVED, that the SANDAG Board of Directors, acting as the RTC, has reviewed the *TransNet* POP submitted by the local agencies and finds them to be consistent with the provisions of San Diego Transportation Improvement Program Ordinance and Expenditure Plan (Proposition A 2004) and with the 2050 Revenue Constrained RTP; and

BE IT FURTHER RESOLVED that the SANDAG Board of Directors, acting as the RTC, approves the FY 2015 to FY 2019 *TransNet* POP, as incorporated in the 2014 RTIP; and

BE IT FURTHER RESOLVED that the 2014 RTIP and the FY 2015 to 2019 *TransNet* POP, have been developed based upon an estimate of reasonably expected revenues for the program period. Actual transportation fund availability to each eligible recipient/project applicant will be based on actual federal/state fund apportionments, including obligation authority limitations, and *TransNet* sales tax receipts;

BE IT FURTHER RESOLVED that the SANDAG Board of Directors does hereby adopt the 2014 RTIP and its air quality conformity determination, and the re-determination of conformity of the 2050 Revenue Constrained RTP; and

BE IT FURTHER RESOLVED that all regionally significant, capacity increasing projects included in the 2014 RTIP also are included in the 2050 Revenue Constrained RTP; and

BE IT FURTHER RESOLVED that the adoption of the 2014 RTIP constitutes the Intergovernmental Review Procedures for those projects listed in the RTIP. The 2014 RTIP approval does not constitute project level design or environmental approval, which is conducted according to state and federal regulations; and

BE IT FURTHER RESOLVED that the inclusion of any federally funded projects in the 2014 RTIP, including all amendments, constitutes the federal Expedited Project Selection Process (EPSP) procedures for the San Diego region, and any projects programmed in the RTIP, may proceed to implementation without further project selection action by SANDAG; and

BE IT FURTHER RESOLVED that the SANDAG approval of the 2014 RTIP also constitutes the federal transit “designated recipient” approval of all Federal Transit Administration grant applications filed by the transit operators that are consistent with the RTIP project programming.

PASSED AND ADOPTED this 26th day of September 2014.

ATTEST: _____

CHAIRPERSON

SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico



**BOARD OF DIRECTORS
SEPTEMBER 26, 2014**

ACTION REQUESTED - APPROVE

**ACTIVE TRANSPORTATION PROGRAM
REGIONAL COMPETITION**

File Number 3300300

Introduction

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (ATP) (Senate Bill 99 and Assembly Bill 101) to encourage increased use of active modes of transportation such as bicycling and walking. As a requirement of the new legislation, the California Transportation Commission (CTC) adopted guidelines and project selection criteria for its use in administering the ATP Program.

The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School (SR2S) into a single program, and is funded from various federal and state funds appropriated in the annual Budget Act. The program is administered by the CTC. Funding is being awarded in two stages, beginning with the statewide competition in May 2014, followed by the regional competition in June 2014.

Recommendation

The Transportation Committee recommends that the Board of Directors: (1) adopt Resolution No. 2015-07, in substantially the same form as Attachment 6, certifying the results of the San Diego Regional Active Transportation Program (ATP) competition, including the proposed ATP Application Ranking and Funding Recommendation (Attachment 4); and (2) recommend that the California Transportation Commission fund the San Diego Regional ATP projects consistent with Attachment 4.

Discussion

ATP Background

Availability and Timely Use of Funding

Approximately \$368 million statewide was budgeted for the program over two years, beginning with FY 2014. Fifty percent of the funding was competitively awarded for projects selected by the CTC on a statewide basis and 10 percent of the funding was distributed to small urban and rural regions. The remaining 40 percent of the funding will be allocated for projects selected through competitive regional processes administered by large urban Metropolitan Planning Organizations (MPOs). The funding distribution to MPOs is based on assumptions included in the approved CTC 2014 ATP Fund Estimate. The estimated funding available for the San Diego region is about \$9.049 million in the first year of the program and \$4.361 million for the second year of the program, for a total of \$13.410 million.

In addition, a minimum of 25 percent of the funds in both the statewide and regional programs must benefit disadvantaged communities. The overall fund estimate targets and large urban MPO portions are shown in Attachment 1.

Eligible Applicants

Local, regional, and state agencies are eligible to apply for both the statewide and regional competitive programs. Eligible agencies include but are not limited to cities, counties, and MPOs as well as transit agencies, tribal governments, private nonprofit organizations, and school districts.

Statewide and Regional Competitions

Caltrans announced the ATP Cycle 1 Call for Projects on March 20, 2014, and applications were due on May 21, 2014. Applications were received for 771 projects, requesting an estimated \$1 billion in Active Transportation Program funds. The CTC formed a multidisciplinary advisory group to assist in evaluating project applications. On August 20, 2014, the CTC adopted the list of projects recommended for funding for the statewide and small urban and rural components of the ATP. Fifty five projects were submitted from the San Diego region, and 14 of those projects were selected for funding by the CTC (Attachment 2). The remaining 41 projects that were not recommended for the statewide component remained eligible for the regional ATP (the MPO share of the program).

On April 18, 2014, the Transportation Committee recommended that the Board of Directors approve the selection criteria for the Call for Projects for the ATP regional competitive funding process. The Board of Directors approved the selection criteria at its April 25, 2014, meeting and subsequently authorized the Call for Projects on May 23, 2014. Applicants were required to complete the statewide application as well as a set of supplemental questions in order to be considered for funding in the regional ATP. Applications were due to SANDAG by June 13, 2014. After the projects recommended for statewide ATP funding were removed from the applicant pool, the regional ATP received 42 project applications (41 from the statewide ATP and one new application) from 23 applicants requesting a total of \$82 million in ATP funding.

Regional ATP Competition

SANDAG is both an eligible applicant as a Regional Transportation Planning Agency and has a role as an MPO to administer the regional program. In accordance with CTC ATP Guidelines, SANDAG, as the administrator of the regional competition, is required to assemble a multidisciplinary advisory group to assist in evaluating project applications and to demonstrate to the CTC that its evaluation process is open and transparent and does not give advantage to SANDAG projects.

To meet this state requirement, SANDAG staff directly associated with applications submitted by SANDAG did not have a role in evaluating project applications or the facilitation of the regional competitive process, thereby ensuring an unbiased evaluation of projects in accordance with CTC requirements. SANDAG Contracts and Procurement staff is responsible for coordinating all competitive solicitations on behalf of the agency and is subject to SANDAG's strict conflict of interest policies. Contracts and Procurement staff facilitated the regional ATP process by coordinating the receipt of applications, assembling the evaluation committee, overseeing the scoring of applications, facilitating the compilation of quantitative data for each application, and calculating the ranking of the regional applications.

As shown below, the SANDAG evaluation committee was comprised of non-SANDAG volunteers with expertise in bicycling and pedestrian transportation, including SR2S projects and projects benefitting disadvantaged communities. The evaluation committee provided geographically balanced representation from local agencies, local jurisdictions, and non-governmental organizations. Each evaluation committee member was provided with SANDAG Evaluator Guidelines and asked to complete a Declaration Concerning Conflicts, which was reviewed by the SANDAG Office of General Counsel. Evaluation committee members were not permitted to score applications from their own agency, or in the case of the County of San Diego, were not permitted to score applications that were submitted from their own department.

Name	Organization Name	Expertise
Hanna Kite	County of San Diego, Health and Human Services Agency	<ul style="list-style-type: none"> • SR2S • Projects benefitting disadvantaged communities
Misty Thompson	City of La Mesa	<ul style="list-style-type: none"> • SR2S
Mariah VanZerr	City of Coronado	<ul style="list-style-type: none"> • Bicycling and pedestrian transportation
Everett Hauser	County of San Diego, Planning and Development Services	<ul style="list-style-type: none"> • Bicycling and pedestrian transportation
Andy Hanshaw	San Diego County Bicycle Coalition	<ul style="list-style-type: none"> • Bicycling and pedestrian transportation

Project Evaluation

In July 2014, each application was screened to ensure that it complied with the minimum eligibility requirements set forth in the regional guidelines. Following the eligibility review, the applications were scored by the evaluation committee members in accordance with the scoring criteria approved by the SANDAG Board of Directors on April 25, 2014, and approved by the CTC on May 21, 2014 (Attachment 3).

The applications were evaluated on both subjective criteria (by the evaluation committee members) as well as objective criteria (by SANDAG staff). Evaluators did not score applications from their own jurisdictions, and each application’s lowest ranking was removed to account for this and normalize the results. The sum of all resulting evaluators’ ranks for each project dictated the final project ranking order, with the lowest sum of ranks representing the highest rating and the highest sum of ranks representing the lowest rating. The summary results of this process are set forth in Attachment 4, and the detailed results are included in Attachment 5.

Nine projects are recommended for full funding and one project is recommended for partial funding. Contracts and Procurement staff has confirmed with the project applicant that partial funding will be accepted, the funds can be used effectively on the project, and the scope of the project will remain the same as the scope of the project in the original project application. The allocation of funding for the 10 recommended projects is \$4.327 million in the first year of the program and \$9.083 million for the second year of the program. CTC staff has confirmed that the allocation is acceptable since the cumulative funding to be programmed is within the \$13.410 million designated for the San Diego region.

In conformance with the CTC Guidelines, a minimum of 25 percent (\$3.352 million) of the funds distributed to each MPO must benefit disadvantaged communities. Approximately 56 percent (\$7.506 million) of the total available funding for the region will benefit disadvantaged communities, exceeding the minimum requirement by 31 percent.

Contingency Projects

In accordance with ATP Guidelines, applications awarded ATP funding must be ready to allocate ATP funds within FY 2014-15 or FY 2015-16. ATP projects will be closely monitored to ensure timely delivery within the identified constraints of the program. In the event that a project is unable to allocate the awarded funds or obtain an extension within the timeframe identified by the CTC, the next highest ranked project on Attachment 4 (including a project that may have been partially funded) would receive ATP funds in place of the originally selected project. In this instance, the project that fails to meet its delivery timeline would forfeit the unspent portion of its ATP funds and would have to compete again to receive ATP or other funds. Applications not recommended for funding in this cycle as well as those unable to meet this cycle's allocation deadlines may re-compete in ATP Cycle 2 (anticipated to begin during spring 2015) or other funding rounds. Contingency projects would be ineligible if they are awarded funds through the state or regional ATP Cycle 2 Calls for Projects, or from another funding source. The contingency list would expire after the approval of ATP Cycle 2 projects.

Next Steps

Pending Board of Directors approval of the application rankings and funding recommendations and Resolution No. 2015-07 (Attachment 6), staff will submit its recommendations to the CTC by the September 30, 2014, deadline. The CTC is scheduled to adopt the region's recommended list of primary and contingency projects at its meeting on November 12, 2014. A Regional Transportation Improvement Program amendment to program the regional ATP funds would then be brought back for Transportation Committee consideration and Board of Directors approval.

GARY L. GALLEGOS
Executive Director

- Attachments:
1. Active Transportation Program Fund Estimate
 2. List of Projects Funded Through the Statewide Competition
 3. Regional ATP Program Scoring Criteria
 4. Regional Application Rankings and Funding Recommendation
 5. Regional Application Detailed Rankings
 6. Resolution No. 2015-07

Key Staff Contact: Jenny Russo, (619) 699-7314, jenny.russo@sandag.org

ACTIVE TRANSPORTATION PROGRAM (ATP) PROPOSAL**FUND ESTIMATE**

(\$ in thousands)

	2013-14	2014-15	2015-16	2-Year Total	3-Year Total
RESOURCES					
STATE RESOURCES					
Beginning Balance	\$0				\$0
State Highway Account	34,200	43,179	34,200	77,379	111,579
State Resources Subtotal	\$34,200	\$43,179	\$34,200	\$77,379	\$111,579
FEDERAL RESOURCES					
Transportation Alternative Program (TAP)	\$63,650	\$63,650	\$63,650	\$127,300	\$190,950
TAP Recreational Trails	1,900	1,900	1,900	3,800	5,700
Other Federal	19,950	19,950	19,950	39,900	59,850
Federal Resources Subtotal	\$85,500	\$85,500	\$85,500	\$171,000	\$256,500
TOTAL RESOURCES AVAILABLE	\$119,700	\$128,679	\$119,700	\$248,379	\$368,079
DISTRIBUTION					
URBAN REGIONS (MPO Administered)					
State	(\$13,221)	(\$16,813)	(\$13,221)	(\$30,034)	(\$43,254)
Federal	(34,659)	(34,659)	(34,659)	(69,318)	(103,977)
Urban Regions Subtotal	(\$47,880)	(\$51,472)	(\$47,880)	(\$99,352)	(\$147,232)
SMALL URBAN & RURAL REGIONS (State Administered)					
State	(\$4,829)	(\$5,727)	(\$4,829)	(\$10,556)	(\$15,385)
Federal	(7,141)	(7,141)	(7,141)	(14,282)	(21,423)
Small Urban & Rural Regions Subtotal	(\$11,970)	(\$12,868)	(\$11,970)	(\$24,838)	(\$36,808)
STATEWIDE COMPETITION (State Administered)					
State	(\$16,150)	(\$20,640)	(\$16,150)	(\$36,790)	(\$52,940)
Federal	(43,700)	(43,700)	(43,700)	(87,400)	(131,100)
Statewide Competition Subtotal	(\$59,850)	(\$64,340)	(\$59,850)	(\$124,190)	(\$184,040)
TOTAL DISBURSEMENTS	(\$119,700)	(\$128,679)	(\$119,700)	(\$248,379)	(\$368,079)

Note: Individual numbers may not add to total due to independent rounding.

Final dollar amounts may vary based on actual apportionment and obligational authority by FHWA or any changes in Federal guidance.

ACTIVE TRANSPORTATION PROGRAM (ATP) PROPOSAL
URBAN REGION SHARES
(\$ in thousands)

FISCAL YEAR 2014-15

URBAN REGIONS	FEDERAL TAP	FEDERAL OTHER	STATE*	TOTAL
MTC Region	\$ 10,503	\$ 3,829	\$ 6,572	\$ 20,905
SACOG Region	2,945	1,218	2,487	6,650
SCAG Region	28,985	9,667	14,121	52,773
Fresno COG (Fresno UZA)	1,118	498	1,103	2,720
Kern COG (Bakersfield)	895	450	1,110	2,455
SANDAG (San Diego UZA)	5,052	1,658	2,340	9,049
San Joaquin COG (Stockton)	633	367	1,003	2,003
Stanislaus COG (Modesto)	612	275	617	1,504
Tulare CAG (Visalia)	375	237	681	1,293
Total	\$ 51,119	\$ 18,199	\$ 30,034	\$ 99,352



Disadvantaged Communities**
\$ 5,226
1,663
13,193
680
614
2,262
501
376
323
\$ 24,838

FISCAL YEAR 2015-16

URBAN REGIONS	FEDERAL TAP	FEDERAL OTHER	STATE	TOTAL
MTC Region	\$ 5,252	\$ 1,915	\$ 2,908	\$ 10,075
SACOG Region	1,472	609	1,123	3,205
SCAG Region	14,493	4,833	6,106	25,432
Fresno COG (Fresno UZA)	559	249	503	1,311
Kern COG (Bakersfield)	448	225	510	1,183
SANDAG (San Diego UZA)	2,526	829	1,006	4,361
San Joaquin COG (Stockton)	317	183	465	966
Stanislaus COG (Modesto)	306	138	281	725
Tulare CAG (Visalia)	187	118	317	623
Total	\$ 25,559	\$ 9,100	\$ 13,221	\$ 47,880



Disadvantaged Communities**
\$ 2,519
801
6,358
328
296
1,090
241
181
156
\$ 11,970

Note: Individual numbers may not add to total due to independent rounding.

Final dollar amounts may vary based on actual apportionment and obligational authority by FHWA or any changes in Federal guidance.

* Includes 2014-15 General Fund loan repayment.

** Per Senate Bill 99, ATP guidelines shall include a process to ensure no less than 25 percent of overall program funds benefit disadvantaged communities.

2014 Active Transportation Program Regional Call for Projects
List of Projects Funded Through the Statewide Competition

Attachment 2

CTC ID #	MPO ID #	Applicant	Project Title	Requested Grant Amount	CTC Funding Recommendation	Fiscal Year 14-15	Fiscal Year 15-16	Score
0702	44	City of Vista	City of Vista- Maryland Elementary Pedestrian Mobility Improvements	\$712,000	\$712,000	\$85,000	\$627,000	95.5
0673	24	City of National City	Citywide Safe Routes to School Pedestrian Enhancements	\$350,000	\$350,000	\$275,000	\$75,000	91.0
0681	32	City of San Diego	Chollas Creek to Bayshore Bikeway Multi-Use Path Final Design	\$735,000	\$735,000	\$0	\$735,000	89.0
0669	53	La Jolla Band of Luiseno Indians	La Jolla Band of Luiseno Indians - Active Transportation Project 2014	\$4,110,000	\$4,110,000	\$1,230,000	\$2,880,000	88.0
0666	20	City of Imperial Beach	Elm Avenue Traffic, Pedestrian and Cycling Safety and Mobility Improvement Project	\$709,000	\$709,000	\$226,000	\$483,000	86.5
0670	22	City of La Mesa	King Street Pedestrian and Bicycle Improvements	\$940,000	\$940,000	\$130,000	\$810,000	86.0
0688	47	County of San Diego	Live Oak Elementary and Potter Junior High - Reche Road SRTS Improvements	\$2,760,000	\$2,760,000	\$694,000	\$2,066,000	85.5
0676	23	City of National City	18th Street Bicycle and Pedestrian Enhancements	\$1,225,000	\$1,225,000	\$200,000	\$1,025,000	84.7
0672	26	City of National City	El Toyon - Las Palmas Bicycle Corridor	\$375,000	\$375,000	\$0	\$375,000	84.0
0654	1	Chula Vista Elementary School District	It's Cool 2 Walk to School - Chula Vista Elementary School District	\$590,000	\$590,000	\$590,000	\$0	78.3
0680	33	City of San Diego	City of San Diego - Linda Vista Safe Routes to School	\$500,000	\$500,000	\$500,000	\$0	76.7
0700	42	City of Vista	City of Vista - Safe Routes to School Master Plan	\$120,000	\$120,000	\$120,000	\$0	76.7
0655	6	City of Coronado	City of Coronado - Safe Routes to School Education	\$36,000	\$36,000	\$36,000	\$0	75.0
0659	10	City of El Cajon	Cajon Valley Union School District (City of El Cajon)	\$500,000	\$500,000	\$500,000	\$0	79.7
					\$13,662,000	\$4,586,000	\$9,076,000	

NON-CAPITAL SCORING CRITERIA GUIDANCE:

How Will Projects Be Scored?

1. *RELATIONSHIP TO PROGRAM OBJECTIVES*

Points will be awarded based on how well the proposed project meets the Active Transportation Program objectives:

- Encourage the development of a cohesive network of complete streets and improve bicycle/pedestrian neighborhood connectivity to transit and destinations such as schools, retail, places of work, parks, and other community gathering places, and support smart growth placemaking
- Improve safety for bicyclists and pedestrians through traffic calming and complete streets design principles
- Serve as models for the region by featuring innovative solutions that comprehensively prioritize access for bicyclists and pedestrians
- Ensure access to jobs, services, and recreation for populations with fewer transportation choices, and create equitable transportation opportunities for all users, regardless of age, ability, race, ethnicity, or income
- Increase community support for bicycling and walking as a viable transportation choice for all trip purposes, and promote active transportation as a means of improving health outcomes
- Support reductions in greenhouse gas emissions and facilitate an increase in levels of bicycling and walking in the region, by providing supportive facilities, amenities, and programs for bicyclists and pedestrians

Consideration will be given to both the number of objectives that the project addresses, and how well the project meets the program objectives, particularly with respect to the following:

- Complete streets (planning, encouragement, and parking)
- Improved bicycle/pedestrian connectivity to destinations (planning, encouragement, parking, carrying facilities, and bike share)
- Potential to support smart growth places (ALL)
- Improved safety (planning, education, awareness, encouragement, and enforcement)
- Innovation and ability to serve as a model in the region (ALL)
- Prioritization of bicycle and pedestrian access (planning, awareness, encouragement, parking, carrying facilities, and bike share)
- Social equity (ALL)
- Potential to increase bicycling and walking for everyday trips (ALL)
- Potential to improve health outcomes over time (planning, education, awareness, encouragement, and bike share)
- Potential to reduce greenhouse gas emissions (ALL)

Up to 30 points are available for planning grants, and up to 20 points each for education/awareness/encouragement/enforcement, and bicycle parking/carrying facilities/bike share grants. The highest scoring projects will demonstrate the potential for measurable impact across multiple objectives.

2. COMPREHENSIVENESS

Planning:

Up to 16 points are available. Points will be awarded according to the comprehensiveness of the proposed planning effort, in terms of both scope and scale. The highest scoring projects will address Complete Streets principles (addressing and prioritizing access for both bicyclists and pedestrians, and traffic calming), or could be considered a Community Active Transportation Strategy (CATS).

The highest scoring planning efforts will aim for significant changes to the area's transportation infrastructure, resulting in an environment where street design and vehicular speeds provide for safer access for bicyclists and pedestrians, and definitively prioritizes bicycle and pedestrian access.

Lower-scoring projects will plan for only minimal improvements for bicycle or pedestrian access.

Education/awareness/encouragement/enforcement:

Up to 16 points are available. Points will be awarded according to the comprehensiveness of the proposed education, awareness, encouragement, or enforcement effort, in terms of scope and potential impact.

The highest scoring projects will reach more of the region's residents, or a specific underserved or vulnerable population such as, low-income populations who rely more on walking or biking because they lack access to a car, elderly, or Limited English Proficiency populations. The highest scoring projects will also take place over a longer period of time, and complement a capital improvement project. Higher scoring projects could also be part of a larger transportation demand management effort.

Lower-scoring projects will be smaller in scope, scale, or duration, and will be independent of any capital improvement projects.

Parking/carrying facilities/bike share:

Up to 12 points are available. Points will be awarded according to the comprehensiveness of the proposed project, in terms of scope and scale. The highest scoring projects will cover a larger geographic area and complement a capital improvement project. Higher scoring projects could also be part of a larger transportation demand management effort.

Lower-scoring projects will be smaller in scope and scale, and will be independent of any capital improvement projects.

3. METHODOLOGY

Planning:

Up to 30 points are available. Points will be awarded according to how well the planning process or proposed effort will meet the demonstrated need and project goals. Highest scoring projects will include a comprehensive planning process in their scopes of work that address the goals of Complete Streets, prioritize bicyclist and pedestrian access, plan for traffic calming, and tie into Safe Routes to School efforts in the project area.

Education/awareness/encouragement/enforcement and Bicycle parking/carrying facilities/bike share:

Up to 30 points are available for education/awareness/encouragement/enforcement, and up to 10 points are available for parking/carrying facilities/bike share. Points will be awarded according to how well the proposed effort will meet the demonstrated need and project goals. Highest scoring projects will include a succinct explanation of the need for the project, clearly articulated project goals, and a scope of work that directly addresses those goals and lists measurable objectives and/or deliverables.

Lower scoring projects will have stated a generic need, broad goals, and/or a scope of work that fails to clearly articulate how the project goals will be met.

Bicycle parking, carrying facilities, and bike share projects must demonstrate that they meet guidelines outlined in *Riding to 2050: The San Diego Regional Bicycle Plan*. Innovations that deviate from the guidelines may be considered. The highest scoring projects will be placed appropriately, in appropriate locations, with design that is both attractive and functional, and can demonstrate that they serve the goals as stated by the applicant.

4. COMMUNITY PUBLIC SUPPORT/PUBLIC PARTICIPATION

Planning:

Up to 16 points are available. Points will be awarded according to the inclusiveness of the planning process, and evidence that key stakeholders will be active participants in the process. The highest scoring projects will demonstrate that:

- The effort is strongly supported by the community
- Community input is a substantive component in the planning process
- Key stakeholders, including underserved and limited English proficiency populations, have been identified and will have a meaningful role in the planning effort

Lower scoring projects will:

- Have a Scope of Work that includes minimal opportunities for community input
- Include generic letters of support that fail to show substantive involvement from key stakeholders
- Fail to involve underserved and limited English proficiency populations (when appropriate in the plan area).

Education/Awareness/Encouragement/Enforcement and Bicycle Parking/Carrying Facilities/Bike Share:

Up to 16 points are available for education/awareness/encouragement/enforcement, and up to 10 points are available for parking/carrying facilities/bike share. Points will be awarded according to the quantity and quality of the role of community involvement in the project. The highest scoring projects will demonstrate that:

- The effort is strongly supported by the community
- Relevant stakeholders representing the community had input into the methodology
- Community organizations have a substantive role in project implementation
- The Scope of Work includes language-appropriate program delivery for non-English speaking populations (for education/awareness/encouragement/enforcement projects, if appropriate for the plan area)

Lower scoring projects will:

- Fail to show meaningful community support
- Include generic letters of support that fail to show substantive involvement from key stakeholders
- Fail to involve community organizations in project implementation
- Fail to account for limited English proficiency populations in program delivery (when appropriate in the plan area)

5. MATCHING FUNDS

Other sources of funding for cooperative projects must be explicitly identified. The application must include supporting documentation that shows matching funds have been secured. Matching funds that have not been secured will not count toward this score.

Projects will be scored relative to each other, by ranking the matching funds amounts from highest to lowest. Points will be distributed from highest to lowest. The projects with the most matching funds will receive 20 points, and the projects with the least matching funds will receive 1 point. Projects without secured matching funds will not receive any points for this category.

6. COST/BENEFIT

Score will be determined by taking the subtotal score of all the criteria, excluding match points, and dividing that subtotal by the grant application amount. Projects will be scored relative to each other by taking the raw scores and distributing them from highest to lowest. The projects with the highest cost benefit ratio will receive 18 points, and the projects with the lowest cost benefit ratio will receive 1 point.

7. PUBLIC HEALTH

Up to 10 points will be awarded for improving public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. Points will be awarded to applicants that conduct the following:

- Coordinate with the local health department to identify data and risk factors for the community (2 points)
- Describe the targeted populations and the health issues that the project will address (2 points) Assess health data using the online CHIS tool available at <http://healthpolicy.ucla.edu/chis/Pages/default.aspx> (3 points)
- Assess the project's health benefits using the online Health Economic Assessment Tool (HEAT) available at heatwalkingcycling.org (3 points)

8. EVALUATION – EDUCATION/AWARENESS/ENCOURAGEMENT/ENFORCEMENT AND BICYCLE PARKING/CARRYING FACILITIES/BIKE SHARE GRANTS ONLY

Up to 20 points are available for education/encouragement/enforcement grants and up to 10 points available for bicycle parking/carrying facilities/bike share grants. Points will be awarded according to the quality of the evaluation proposed for the project. Highest scoring projects will:

- Have identified performance measures in the application, or will include a task for identification of performance measures in the scope of work
- Include specific pre- and post-data collection efforts as part of the project scope, budget, and schedule in support of evaluating the project's effectiveness

Lower scoring projects will lack meaningful evaluation methods or data collection as part of the project.

9. INNOVATION – EDUCATION/AWARENESS/ENCOURAGEMENT/ENFORCEMENT AND BICYCLE PARKING/CARRYING FACILITIES/BIKE SHARE GRANTS ONLY

Up to 10 points are available for education/awareness/encouragement/enforcement grants, and up to 30 points are available for bicycle parking/carrying facilities/bike share grants. Points will be awarded for innovative projects that show potential to serve as a replicable model for the region. Highest scoring projects will include innovative methods of accomplishing project goals that have not yet been tried in the San Diego region to date. Lesser points will be awarded to project activities that are relatively new to the region. No points will be awarded if the project proposes activities that are already in practice in the region.

If the proposed practice has been tried in other regions, the applicant must make the case that it has proven to be successful in those regions.

Examples of innovative encouragement projects could include but are not limited to Ciclovía or Sunday Streets programs, and bikesharing. Innovative bicycle parking projects include but are not limited to bike corrals, and development of bicycle parking ordinances.

10. DEMAND (GIS ANALYSIS) – PLANNING AND PARKING/CARRYING FACILITIES/BIKE SHARE GRANTS ONLY

This criterion includes seven factors, listed below. SANDAG will analyze the area relative to the factors below, using GIS. A buffer of a half-mile will be created around the project area for projects with pedestrian improvements, and one mile for projects with bicycle improvements. Results for each factor will be ranked from highest to lowest (with the exception of vehicle ownership, which will be ranked from lowest to highest), in quintiles, for all projects. Projects will then be scored relative to each other, by ranking the raw scores from highest (20 points) to lowest (1 point).

- Population
- Employment
- Population Density
- Employment Density
- Intersection Density
- Activity Centers
- Vehicle Ownership

NON-CAPITAL PROJECT SCORING CRITERIA

No.	CATEGORY	CRITERIA	STATE SCORING RANGE	MPO POINTS POSSIBLE			
				PLANNING	E/A/E/E	BIKE PARKING	
ALL GRANTS							
1.	Relationship to Program Objectives	How well does the proposed project address program objectives?	N/A	30	20	20	
2.	Comprehensiveness	Planning: How comprehensive is the proposed plan? (geographic area and emphasis on bike/pedestrian/traffic calming, CATS) Education/awareness/encouragement/enforcement: Does this effort accompany an existing or proposed capital improvement project? Parking/carrying facilities/bike share: Does this effort accompany an existing or proposed capital improvement project?	0-30	16	16	12	
3.	Methodology	Planning: How well will the planning process or proposed effort meet the demonstrated need and project goals? Education/awareness/encouragement/enforcement, parking/carrying facilities/bike share: How effective will the proposed effort be in meeting the demonstrated need and project goals?	0-25	30	30	10	
4.	Community Public Support/Public Participation	Planning: Does the planning project include an inclusive process? Other: Does the project involve broad segments of the community and does it have broad and meaningful community support?	0-15	16	16	10	
5.	Matching Funds	Matching funds can be from any of the following sources: 1. Identified and approved capital funding from identified source. Please provide proof in the form of a resolution or letter approval 2. Approved match grant 3. In-kind services. Please provide adequate support documentation	N/A	20	20	20	
6.	Cost/Benefit	Subtotal Score (not counting match points)/Grant Application Amount	0-10	18	18	18	
7.	Public Health	Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	0-10	10	10	10	
EDUCATION AWARENESS, ENCOURAGEMENT, ENFORCEMENT AND BIKE PARKING GRANTS ONLY							
8.	Evaluation	How will the project evaluate its effectiveness?	0-10		20	10	
9.	Innovation	Is this project new to the region and does it have the potential to serve as a replicable model for other cities in the region?	N/A		10	30	
PLANNING AND BIKE PARKING GRANTS ONLY							
10.	Demand (GIS analysis)	Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	N/A	20		20	
TOTAL POINTS*					160	160	160
*TOTAL SCORING AFTER REACHING 25% FOR DISADVANTAGED COMMUNITIES							

CAPITAL SCORING CRITERIA GUIDANCE:

How Will Projects Be Scored?

PROJECT READINESS

1. Completion of Major Milestones

Projects will be scored based on the number of milestones completed. Up to 20 points are available. The scores will be assigned for either completion of each milestone, or proof that it is not required (environmental and right-of-way below) as follows:

- Neighborhood-level plan, corridor study, or Community Active Transportation Strategy- 2 points
- Environmental clearance (CEQA and/or NEPA; or evidence that environmental clearance is not required) – 4 points
- Right-of-way acquisition (must be complete, including all necessary entitlements, or evidence that no right-of-way acquisition is required) – 4 points
- Final design (plans, specifications, and estimates) – 10 points

PROJECT CONNECTIONS AND SAFETY

2. Connection to Regional Bicycle Network

Up to 8 points are available. Regional Bicycle Network is defined in *Riding to 2050: The San Diego Regional Bicycle Plan*.

- Project will build direct connection to the network (project must directly connect to an existing or proposed segment of the network) – 6 points OR
- Project will build part of the network, consistent with facility classification proposed in *Riding to 2050* – 8 points

3. Completes Connection/Linkage in Local Bicycle Network

Eight (8) points will be awarded if the project proposes to close a gap between existing bicycle facilities. A gap is defined as a lack of facilities between two existing facilities, or a situation where there is an undesirable change in facility type (e.g., a project proposing to change a segment of class III between two class II segments into class II).

4. Completes Connection/Linkage in Existing Pedestrian Network

Eight (8) points will be awarded if the project proposes to close a gap in the existing pedestrian network. Applicant must demonstrate evidence of an existing gap. Examples include missing sidewalk segments, or enhancement of one or more blocks in between blocks that have previously been upgraded.

5. Connection to Transit

Up to 12 points are available; projects that include both bicycle and pedestrian improvements are eligible for points for both modes. SANDAG staff will analyze the project area via GIS to determine score. A regional transit station is defined as any station served by COASTER, SPRINTER, San Diego Trolley, Bus Rapid Transit, or Rapid Bus. Distance is defined as walkable distance (accounting for barriers such as canyons). A local transit stop is any existing bus stop not defined as a regional transit station.

- Bike improvements
 - Project is within 1.5 miles of regional transit station – 6 points
- Pedestrian improvements: Score will be based on actual available walking paths, as mapped in GIS.

- Project is within a quarter mile of a local transit stop – 2 points
- Project directly connects to a local transit stop (proposed improvements must directly connect to transit stop) – 4 points
- Project is within a half mile of a regional transit station – 4 points
- Project directly connects to a regional transit station (proposed improvements must directly connect to the station) – 6 points

6. Safety Improvements and Overcoming Barriers

Points will be awarded based on applicant description of safety hazard or collision history. Collision data must be highlighted to point out which collisions are applicable to the project area and why they are relevant. Up to 12 points are available.

Completes connection in existing network at location with documented safety hazard or collision history, specifically, correctable crashes involving bicyclists or pedestrians within the last 7 years:

- 1 – 2 correctable collisions – 2 points
- 3 – 4 correctable collisions – 4 points
- 5 or more correctable collisions – 6 points

and/or

- Creates access or overcomes barriers in area where hazardous conditions prohibited safe access for bicyclists and pedestrians – up to 6 points.

To gain points for creating access or overcoming barriers, applicant must describe detractors in the project area that prohibited safe access, such as a lack of facilities, high traffic volumes and speeds in an area with origins and destinations that would warrant bicycle or pedestrian trips if access were safe, freeway on/off ramps, blind curves, steep slopes, etc. Points will be awarded based on degree of hazard and potential for increased bicycle or pedestrian trips.

Points will be awarded for both collision history **and** hazardous conditions lacking collision history in two ways:

1. Project area with multiple hazardous locations - A project area encompasses two hazardous locations, one with collision data and one that is so unsafe that it prohibits safe access
2. Project area with an intersection or roadway segment that has both barriers **and** crash data - A location within a project area has crash data, but also has been identified as a high barrier roadway in *The San Diego Regional Bicycle Plan* Bicycle Barriers Model

QUALITY OF PROJECT

7. Effectiveness and Comprehensiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures

Points will be awarded based on the quality of traffic calming and bicycle and pedestrian priority measures proposed, and the potential for the proposed measures to address the area need as stated by the applicant. Design guidelines such as those outlined in *Planning and Designing for Pedestrians, Riding to 2050: The San Diego Regional Bicycle Plan*, and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide will be used as a guide to inform scoring.

The highest scoring projects will make significant changes to the area's transportation infrastructure in a way that results in an environment where reduced vehicular speeds provide for safer access for bicyclists and pedestrians, and definitively prioritizes bicycle and pedestrian access. Examples of highest scoring projects include road diets that reallocate right-of-way and/or reconfigure the roadway to balance access for all modes, and projects that include a broad array of context-appropriate traffic calming devices and bicycle/pedestrian priority measures.

Lower-scoring projects will have fewer features and make only minimal improvements for bicycle and pedestrian access.

Up to 15 points are available.

- Traffic calming measures – up to 5 points
- Bicycle priority measures – up to 5 points
- Pedestrian priority measures – up to 5 points

Traffic calming measures will be analyzed for frequency, relative to the following guidelines:

- Residential Street – 20 mph = Devices every 250 feet, so 1 device would be effective 250 feet. on either side
- Collector or Main Street – 25 mph = 400 feet
- Arterial street (traffic taming) – 35 mph = 800 feet

8. Relationship to Program Objectives

Up to 18 points will be awarded based on how well the proposed project meets the Active Transportation Grant Program objectives:

- Encourage the development of a cohesive network of complete streets and improve bicycle/pedestrian neighborhood connectivity to transit and destinations such as schools, retail, places of work, parks, and other community gathering places, and support smart growth placemaking
- Improve safety for bicyclists and pedestrians through traffic calming and complete streets design principles
- Serve as models for the region by featuring innovative solutions that comprehensively prioritize access for bicyclists and pedestrians
- Ensure access to jobs, services, and recreation for populations with fewer transportation choices, and create equitable transportation opportunities for all users, regardless of age, ability, race, ethnicity, or income
- Increase community support for bicycling and walking as a viable transportation choice for all trip purposes, and promote active transportation as a means of improving health outcomes
- Support reductions in greenhouse gas emissions and facilitate an increase in levels of bicycling and walking in the region, by providing supportive facilities, amenities and programs for bicyclists and pedestrians

Consideration will be given to both the number of objectives that the project addresses, and how well the project meets the program objectives, particularly with respect to the following:

- | | |
|--|--|
| ➤ Complete streets | ➤ Prioritization of bicycle and pedestrian access |
| ➤ Improved bicycle/pedestrian connectivity to destinations | ➤ Social equity |
| ➤ Potential to support smart growth places | ➤ Potential to increase bicycling and walking for everyday trips |
| ➤ Improved safety | ➤ Potential to improve health outcomes over time |
| ➤ Innovation and ability to serve as a model in the region | ➤ Reduction of greenhouse gas emissions |

9. Innovation

Up to 8 points will be awarded. Four points will be awarded if the applicant provides evidence of the project being an FHWA or State experimentation effort.

Up to 4 points will be awarded if the project proposes solutions that are relatively new to the region, such as colored bike lanes or shared access lanes, sharrows, cycletracks, reverse angled parking, and other examples. The highest scoring projects will utilize the following innovations such as, but not limited to, those found in the NACTO Urban Bikeway Design Guide, specifically:

Bike Lanes and Cycle tracks

- Buffered bike lanes
- Left-side bike lanes
- Cycle tracks (one-way protected, raised, two-way)

Intersections

- Bike boxes
- Intersection crossing markings
- Two-stage turn queue boxes
- Median refuge island
- Through bike lanes
- Cycle track intersection approach

Bicycle Signals

- Bicycle signal heads
- Signal detection and actuation
- Active warning beacon for bike facility crossing at unsignalized intersection
- Hybrid signal for bike route crossing of major street

Bikeway Signing & Marking

- Colored bike facilities
- Shared lane markings
- Bike route wayfinding signage and markings system
- Innovative pedestrian/traffic calming solutions could include:

Crossings

- Automated pedestrian detection devices at signalized crossings, including infrared, microwave, and video detectors
- Pre-crossing safety information such as illuminated push buttons and safety advisories to pedestrians and drivers
- Automated "WALK" clearance phase extension for slower crossings such as those made by elderly and disabled pedestrians

Crossings (cont'd)

- "Animated eyes" and/or pavement markings to remind pedestrians to look for turning vehicles
- HAWK signals
- Rectangular Rapid flash beacons (must include ADA accommodation: a locator note and audible speech to convey that warning lights have been activated, not just

that a signal has been activated); in-street lighting is discouraged

- Mid-block chokers
- Mid-block crossings with accompanying signage and enhanced area lighting
- Dynamic lighting at marked crosswalks: focused on the crosswalk and activates when a pedestrian crosses
- High visibility crossings (ladder/zebra/continental style)
- Advance yield bars

Intersections

- Right-turn slip lane and crosswalk, with geometry designed to slow turning vehicles
- Right-turn slip lane with raised crosswalk
- Raised crosswalks
- Raised intersections
- Median refuge island with corral
- Median refuge island with pedestrian activation button
- Pedestrian scramble
- Freestanding crosswalk yielding signs
- Traffic circles and roundabouts
- Semi- and Partial Diverters
- Forced Turn Channelization
- Advance stop bars
- Stencils and signage
- Prohibited right turns on red

Access for Elderly and Disabled Persons

- Use of rapid ticks and slow chirps instead of speech to indicate when to cross and when to wait (where it is technically feasible to have two poles at least 10 feet apart on a corner)
- Vibro-tactile walk indicators
- Push button locator tone
- Locator tone and walk indication ticks/tones that adjust in response to ambient noise levels
- On traffic pole, tactile arrow running parallel to associated crosswalk

SUPPORTIVE POLICIES & PROGRAMS

10. Complementary Programs

Up to 3 points will be awarded if the project includes program activities that complement the capital improvements, such as an awareness program, education or encouragement efforts, and enforcement activities. Consideration will be given to both the breadth and depth of programs proposed.

11. Supportive Policies and Plans

Up to 3 points will be awarded if the project is preceded by a complete streets policy included in a community or specific plan, or a community active transportation strategy. The highest scoring projects will have completed a community active transportation strategy specific to the project area.

FORMULA SCORES

12. Demand (GIS Analysis)

This criterion includes seven factors, listed below. SANDAG will analyze the area relative to the factors below, using GIS. A buffer of a half-mile will be created around the project area for projects with pedestrian improvements, and one mile for projects with bicycle improvements. Results for each factor will be ranked from highest to lowest (with the exception of vehicle ownership, which will be ranked from lowest to highest), in quintiles, for all projects. Projects will then be scored relative to each other, by ranking the raw scores from highest (15 points) to lowest (1 point).

- Population
- Population Density
- Intersection Density
- Vehicle Ownership
- Employment
- Employment Density
- Activity Centers

13. Matching Funds

Other sources of funding for cooperative projects must be explicitly identified. The application must include supporting documentation that shows matching funds have been secured. Matching funds that have not been secured will not count toward this score.

Projects will be scored relative to each other, by ranking the matching funds amounts from highest to lowest. Points will be distributed from highest to lowest. The projects with the most matching funds will receive 10 points, and the projects with the least matching funds will receive 1 point. Projects without secured matching funds will not receive any points for this category.

14. Cost/Benefit

Score will be determined by taking the subtotal score of all the criteria, excluding match points, and dividing that subtotal by the grant application amount. Projects will be scored relative to each other by taking the raw scores and distributing them from highest to lowest. The projects with the highest cost benefit ratio will receive 10 points, and the projects with the lowest cost benefit ratio will receive 1 point.

For projects that only include phases prior to construction:

1. Project will be scored and ranked together with construction projects
2. Score will be reduced according to ultimate phase proposed in project, as follows:
 - Environmental clearance – subtract 75 percent

- Right-of-way acquisition – subtract 50 percent
- Final design – subtract 25 percent

15. Public Health

Up to 10 points will be awarded for improving public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. Points will be awarded to applicants that conduct the following:

- Coordinate with the local health department to identify data and risk factors for the community - 2 points
- Describe the targeted populations and the health issues that the project will address - 2 points
- Assess health data using the online California Health Interview Survey (CHIS) tool available at <http://healthpolicy.ucla.edu/chis/Pages/default.aspx> - 3 points
- Assess the project's health benefits using the online Health Economic Assessment Tool (HEAT) available at <http://www.heatwalkingcycling.org> - 3 points

16. Use of California Conservation Corps or a Qualified Community Conservation Corps

Projects should seek to use the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Up to 5 points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate. Applicants will not be penalized if either corps determines that they cannot participate in a project.

The California Conservation Corps can be contacted at ccc.ca.gov. Community conservation corps can be contacted at californialocalconservationcorps.org.

CAPITAL PROJECT SCORING CRITERIA

NO.	CATEGORY	CRITERIA	STATE SCORING RANGE	MPO POINTS POSSIBLE	PERCENTAGE
PROJECT READINESS					
1.	Completion of Major Milestones	Projects are eligible for points following the completion of each phase: Community active transportation strategy/neighborhood-level plan/corridor study Environmental Clearance Right-of-Way Final Design	N/A	Up to 20 2 4 4 10	13%
PROJECT CONNECTIONS AND SAFETY					
2.	Connection to Regional Bicycle Network	Project directly connects to the Regional Bikeway Network OR Project is a part of the Regional Bikeway Network	0-30	Up to 8 6 8	5%
3.	Completes Connection/Linkage in Local Bicycle Network	Closes a gap between existing bicycle facilities (guidance will include definition of gap, and will include situations where there exists an undesirable change in facility type)	0-30	8	5%
4.	Completes Connection/Linkage in Existing Pedestrian Network	Closes a gap in the existing network	0-30	8	5%
5.	Connection to Transit	Bike improvements proximity: Project is within 1.5 miles of regional transit station Pedestrian improvements proximity: Project is within 1/4 mile of a local transit stop Project directly connects to a local transit stop Project is within 1/2 mile of a regional transit station Project directly connects to a regional transit station	N/A	Up to 12 6 2 4 4 6	8%
6.	Safety Improvements and Overcoming Barriers	Completes connection in existing network at location with documented safety hazard or accident history. A. 1-2 correctable crashes involving nonmotorized users with the last 7 years B. 3-4 correctable crashes involving nonmotorized users within the last 7 years C. 5 or more correctable crashes involving nonmotorized users within the last 7 years and/or Creates access or overcomes barriers in area where hazardous conditions prohibited safe access for bicyclist and pedestrians.	0-25	Up to 12 2 4 6 6	8%
QUALITY OF PROJECT					

NO.	CATEGORY	CRITERIA	STATE SCORING RANGE	MPO POINTS POSSIBLE	PERCENTAGE
7.	Effectiveness and Comprehensive ness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures	How well will the proposed traffic calming address the identified need in the project area? How well will the proposed pedestrian improvements address the identified need in the project area? How well will the proposed bicycle improvements address the identified need in the project area?	N/A	Up to 15 Up to 5 Up to 5 Up to 5	9%
8.	Relationship to Program Objectives	How well does the project meet the program objectives?	N/A	Up to 18	11%
9.	Innovation	Is this project an FHWA or state experimentation effort? Does the project propose solutions that are new to the region, and have the potential to serve as a replicable model for other cities in the region? Does the project utilize innovative solutions such as those listed in the NACTO Urban Bikeway Guide?	N/A	Up to 8 4 Up to 4	5%
SUPPORTIVE POLICIES & PROGRAMS					
10.	Complementary Programs	Is this project accompanied by programs that complement the capital improvements, such as an awareness campaign, education efforts, and increased enforcement?	N/A	Up to 3	2%
11.	Supportive Policies and Plans	Demonstrated policy language in approved plan, or a completed community active transportation strategy/plan.	0-15	Up to 3	2%
FORMULA SCORES					
12.	Demand (GIS Analysis)	Factors not contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	N/A	Up to 15	9%
13.	Matching Funds	Matching funds can be from any of the following sources: <ul style="list-style-type: none"> Identified and approved capital funding from identified source. Please provide proof in the form of a resolution or letter of approval Approved match grant In-kind services. Please provide adequate support documentation 	N/A	Up to 10	6%
14.	Cost/Benefit	Subtotal Score (not counting matching points) / Grant Application amount	0-10	Up to 10	6%
15.	Public Health	Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	0-10	Up to 10	6%
16.	California Conservation Corps	Has the applicant sought California Conservation Corps or a qualified Community Conservation Corps participation on the project?	0 to -5	0 to -5	-3%
		TOTAL POINTS*		160	
		*TOTAL SCORING AFTER REACHING 25% FOR DISADVANTAGED COMMUNITIES			

CTC ID #	MPO ID #	Applicant	Project Title	Requested Grant Amount	Funding Recommendation	Fiscal Year 14-15 Allocation	Fiscal Year 15-16 Allocation	Final Sum of Ranks	Overall Rank
Projects Recommended for Funding									
0653	3	City of Chula Vista	F Street Promenade Streetscape Master Plan	\$491,000	\$491,000	\$491,000	\$0	4	1
0685	45	County of San Diego	County of San Diego - Active Transportation Plan	\$500,000	\$500,000	\$330,000	\$170,000	7	2
0691	55	SANDAG	SANDAG Bayshore Bikeway: Barrio Logan Segment	\$1,470,000	\$1,470,000	\$0	\$1,470,000	15	3
0668	18	City of Imperial Beach	Bikeway Village Bayshore Bikeway Access Enhancement Project	\$1,800,000	\$1,800,000	\$1,000,000	\$800,000	16	4
0657	9	City of Del Mar	Pedestrian & Bicycle Facilities Along Camino del Mar, Jimmy Durante and Via de la Valle	\$812,000	\$812,000	\$0	\$812,000	24	5
0692	56	SANDAG	SANDAG Coastal Rail Trail - Chesterfield Drive to G Street	\$4,104,000	\$4,104,000	\$0	\$4,104,000	29	6
0675	25	City of National City	Division Street Road Diet	\$875,000	\$875,000	\$143,000	\$732,000	34	7
0663	15	City of Escondido	Escondido Creek Bikeway Missing Link	\$1,092,000	\$1,092,000	\$172,000	\$920,000	38	8
0674	27	City of National City	Euclid Avenue Bicycle and Pedestrian Enhancements	\$425,000	\$425,000	\$350,000	\$75,000	43	9
0694	58	SANDAG	SANDAG State Route 15 Commuter Bike Facility	\$9,720,000	\$1,841,000	\$1,841,000	\$0	43	9
					\$13,410,000	\$4,327,000	\$9,083,000		
Projects Recommended as Contingency Projects									
0656	8	City of Del Mar	Camino Del Mar Complete Streets: Pedestrian, Bicycle, & Intersection Safety	\$362,000	\$0	\$0	\$0	53	11
0696	38	City of Santee	San Diego River Bike Path Design Project	\$366,000	\$0	\$0	\$0	56	12
0693	57	SANDAG	SANDAG Coastal Rail Trail - Rose Creek Bikeway	\$8,604,000	\$0	\$0	\$0	57	13
0772	41	City of Vista	City of Vista - Pedestrian Master Plan	\$150,000	\$0	\$0	\$0	58	14
0689	35	City of San Marcos	City of San Marcos - Bicycle Detection Enhancement Project	\$531,000	\$0	\$0	\$0	59	15
0690	36	City of San Marcos	City of San Marcos - CSUSM Bike and Pedestrian Urban Trail at Twin Oaks Valley Road	\$614,000	\$0	\$0	\$0	60	16
0661	12	City of Encinitas	City of Encinitas - El Portal Pedestrian and Bike Underpass Project	\$5,401,000	\$0	\$0	\$0	61	17
0667	19	City of Imperial Beach	City of Imperial Beach Complete Streets Plan for Safe Routes to School and Community	\$750,000	\$0	\$0	\$0	64	18
0649	28	City of Oceanside	City of Oceanside Elementary School Bike/Walk Encouragement Project	\$238,120	\$0	\$0	\$0	67	19
0682	34	City of San Diego	Streamview Drive Improvement Project	\$1,592,000	\$0	\$0	\$0	68	20
0671	21	City of La Mesa	Junior High Drive Pedestrian & Bicycle Improvements	\$1,100,000	\$0	\$0	\$0	69	21
0660	13	City of Encinitas	City of Encinitas - Leucadia Boulevard Roundabout Safe Routes to School Project	\$1,375,000	\$0	\$0	\$0	70	22
0686	60	Urban Corps of San Diego County	Chollas Creek, Oak Park Branch Trail	\$963,944	\$0	\$0	\$0	75	23
N/A	7	City of Coronado	Implementing the Coronado Bicycle Master Plan - Bundle of Projects	\$319,552	\$0	\$0	\$0	80	24
0678	31	City of Poway	Midland Road Improvements	\$437,000	\$0	\$0	\$0	80	24
0698	40	City of Solana Beach	City of Solana Beach - Stevens Avenue Safe Routes to School Improvements	\$550,000	\$0	\$0	\$0	81	26
0652	4	City of Chula Vista	Industrial Boulevard Pedestrian and Bicycle Improvements	\$790,000	\$0	\$0	\$0	84	27
0665	50	Escondido Union School District	Escondido Safe Routes to Schools Program	\$1,845,000	\$0	\$0	\$0	86	28
0664	16	City of Escondido	Juniper Elementary School Safe Routes to School	\$1,337,000	\$0	\$0	\$0	88	29
0677	29	City of Oceanside	Nicols Elementary Safe Routes to School Project	\$550,000	\$0	\$0	\$0	90	30
0662	14	City of Encinitas	City of Encinitas - Montgomery Ave Pedestrian and Bike Undercrossing	\$6,641,000	\$0	\$0	\$0	99	31
0701	43	City of Vista	City of Vista- Bobier Elementary Pedestrian Mobility Improvements	\$447,000	\$0	\$0	\$0	101	32
0658	11	City of El Cajon	Chase Avenue Elementary School (City of El Cajon)	\$397,000	\$0	\$0	\$0	114	33
0695	37	City of Santee	Riverwalk Drive Pedestrian Crossing Project	\$217,000	\$0	\$0	\$0	116	34
0679	30	City of Poway	Espola Road Improvements	\$1,201,000	\$0	\$0	\$0	120	35
0651	5	City of Chula Vista	Lauderbach ES Pedestrian Improvements	\$291,000	\$0	\$0	\$0	135	36
0684	46	County of San Diego	Installation of a Traffic Signal at Discovery Street/San Pablo Drive	\$467,000	\$0	\$0	\$0	136	37
0697	39	City of Santee	School Area ADA Pedestrian Ramp Installation Project	\$980,000	\$0	\$0	\$0	140	38
0650	2	City of Chula Vista	Cook Elementary School Safety Pedestrian Improvements	\$407,000	\$0	\$0	\$0	147	39
0683	49	County of San Diego	Valley Vista Elementary - SRTS Sidewalk Improvements	\$364,000	\$0	\$0	\$0	150	40
0687	48	County of San Diego	Tierra del Sol Middle and Lindo Park Elementary - Julian Avenue SRTS Improvements	\$1,313,000	\$0	\$0	\$0	151	41
0699	59	Steele Canyon High School	Pedestrian Safety Enhancements SR94 near Steele Canyon High School	\$1,680,000	\$0	\$0	\$0	156	42

CTC ID #	MPO ID #	Applicant	Project Title	Type	Requested Grant Amount	Funding Recommendation	Fiscal Year 14-15 Allocation	Fiscal Year 15-16 Allocation	DAC*	Panel Member Ranks					Lowest Rank	Preliminary Sum of Ranks	Final Sum of Ranks	Overall Rank
										Evaluator 1	Evaluator 2	Evaluator 3	Evaluator 4	Evaluator 5				
Projects Recommended for Funding																		
0653	3	City of Chula Vista	F Street Promenade Streetscape Master Plan	Planning	\$491,000	\$491,000	\$491,000	\$0	Yes	6	1	1	1	1	6	10	4	1
0685	45	County of San Diego	County of San Diego - Active Transportation Plan	Planning	\$500,000	\$500,000	\$330,000	\$170,000	Yes	1	38	2	2	2	38	45	7	2
0691	55	SANDAG	SANDAG Bayshore Bikeway: Barrio Logan Segment	Capital	\$1,470,000	\$1,470,000	\$0	\$1,470,000	Yes	2	2	4	7	8	8	23	15	3
0668	18	City of Imperial Beach	Bikeway Village Bayshore Bikeway Access Enhancement Project	Capital	\$1,800,000	\$1,800,000	\$1,000,000	\$800,000	No	5	5	3	3	5	5	21	16	4
0657	9	City of Del Mar	Pedestrian & Bicycle Facilities Along Camino del Mar, Jimmy Durante and Via de la Valle	Capital	\$812,000	\$812,000	\$0	\$812,000	Yes	15	4	11	5	4	15	39	24	5
0692	56	SANDAG	SANDAG Coastal Rail Trail - Chesterfield Drive to G Street	Capital	\$4,104,000	\$4,104,000	\$0	\$4,104,000	No	4	6	9	10	12	12	41	29	6
0675	25	City of National City	Division Street Road Diet	Capital	\$875,000	\$875,000	\$143,000	\$732,000	Yes	12	22	5	4	13	22	56	34	7
0663	15	City of Escondido	Escondido Creek Bikeway Missing Link	Capital	\$1,092,000	\$1,092,000	\$172,000	\$920,000	Yes	9	20	7	6	16	20	58	38	8
0674	27	City of National City	Euclid Avenue Bicycle and Pedestrian Enhancements	Capital	\$425,000	\$425,000	\$350,000	\$75,000	Yes	16	10	8	9	18	18	61	43	9
0694	58	SANDAG	SANDAG State Route 15 Commuter Bike Facility	Capital	\$9,720,000	\$1,841,000	\$1,841,000	\$0	Yes	9	8	19	13	13	19	62	43	9
						\$13,410,000	\$4,327,000	\$9,083,000										
Projects Recommended as Contingency Projects																		
0656	8	City of Del Mar	Camino Del Mar Complete Streets: Pedestrian, Bicycle, & Intersection Safety	Capital	\$362,000	\$0	\$0	\$0	No	18	18	33	11	6	33	86	53	11
0696	38	City of Santee	San Diego River Bike Path Design Project	Capital	\$366,000	\$0	\$0	\$0	No	3	8	40	21	24	40	96	56	12
0693	57	SANDAG	SANDAG Coastal Rail Trail - Rose Creek Bikeway	Capital	\$8,604,000	\$0	\$0	\$0	Yes	11	15	23	15	16	23	80	57	13
0772	41	City of Vista	City of Vista - Pedestrian Master Plan	Planning	\$150,000	\$0	\$0	\$0	No	22	16	14	19	9	22	80	58	14
0689	35	City of San Marcos	City of San Marcos - Bicycle Detection Enhancement Project	Capital	\$531,000	\$0	\$0	\$0	No	7	17	27	20	15	27	86	59	15
0690	36	City of San Marcos	City of San Marcos - CSUSM Bike and Pedestrian Urban Trail at Twin Oaks Valley Road	Capital	\$614,000	\$0	\$0	\$0	No	13	32	21	23	3	32	92	60	16
0661	12	City of Encinitas	City of Encinitas - El Portal Pedestrian and Bike Underpass Project	Capital	\$5,401,000	\$0	\$0	\$0	No	32	24	18	12	7	32	93	61	17
0667	19	City of Imperial Beach	City of Imperial Beach Complete Streets Plan for Safe Routes to School and Community	Planning	\$750,000	\$0	\$0	\$0	Yes	33	23	6	16	19	33	97	64	18
0649	28	City of Oceanside	City of Oceanside Elementary School Bike/Walk Encouragement Project	4Es	\$238,120	\$0	\$0	\$0	Yes	8	7	30	22	34	34	101	67	19
0682	34	City of San Diego	Streamview Drive Improvement Project	Capital	\$1,592,000	\$0	\$0	\$0	Yes	19	3	16	30	30	30	98	68	20
0671	21	City of La Mesa	Junior High Drive Pedestrian & Bicycle Improvements	Capital	\$1,100,000	\$0	\$0	\$0	No	28	21	12	8	42	42	111	69	21
0660	13	City of Encinitas	City of Encinitas - Leucadia Boulevard Roundabout Safe Routes to School Project	Capital	\$1,375,000	\$0	\$0	\$0	No	17	14	34	29	10	34	104	70	22
0686	60	Urban Corps of San Diego County	Chollas Creek, Oak Park Branch Trail	Capital	\$963,944	\$0	\$0	\$0	Yes	39	11	13	25	26	39	114	75	23
N/A	7	City of Coronado	Implementing the Coronado Bicycle Master Plan - Bundle of Projects	Capital	\$319,552	\$0	\$0	\$0	No	23	29	17	42	11	42	122	80	24
0678	31	City of Poway	Midland Road Improvements	Capital	\$437,000	\$0	\$0	\$0	No	26	12	20	26	22	26	106	80	24
0698	40	City of Solana Beach	City of Solana Beach - Stevens Avenue Safe Routes to School Improvements	Capital	\$550,000	\$0	\$0	\$0	No	14	34	29	17	21	34	115	81	26
0652	4	City of Chula Vista	Industrial Boulevard Pedestrian and Bicycle Improvements	Capital	\$790,000	\$0	\$0	\$0	Yes	19	31	15	27	23	31	115	84	27
0665	50	Escondido Union School District	Escondido Safe Routes to Schools Program	4Es	\$1,845,000	\$0	\$0	\$0	Yes	34	37	10	14	28	37	123	86	28
0664	16	City of Escondido	Juniper Elementary School Safe Routes to School	Capital	\$1,337,000	\$0	\$0	\$0	Yes	35	19	26	18	25	35	123	88	29
0677	29	City of Oceanside	Nicols Elementary Safe Routes to School Project	Capital	\$550,000	\$0	\$0	\$0	No	21	13	25	36	31	36	126	90	30
0662	14	City of Encinitas	City of Encinitas - Montgomery Ave Pedestrian and Bike Undercrossing	Capital	\$6,641,000	\$0	\$0	\$0	No	30	28	27	24	20	30	129	99	31
0701	43	City of Vista	City of Vista- Bobier Elementary Pedestrian Mobility Improvements	Capital	\$447,000	\$0	\$0	\$0	Yes	25	26	22	28	32	32	133	101	32
0658	11	City of El Cajon	Chase Avenue Elementary School (City of El Cajon)	Capital	\$397,000	\$0	\$0	\$0	Yes	27	30	24	33	37	37	151	114	33
0695	37	City of Santee	Riverwalk Drive Pedestrian Crossing Project	Capital	\$217,000	\$0	\$0	\$0	No	31	27	31	32	27	32	148	116	34
0679	30	City of Poway	Espola Road Improvements	Capital	\$1,201,000	\$0	\$0	\$0	No	40	25	35	31	29	40	160	120	35
0651	5	City of Chula Vista	Lauderbach ES Pedestrian Improvements	Capital	\$291,000	\$0	\$0	\$0	Yes	41	34	32	34	35	41	176	135	36
0684	46	County of San Diego	Installation of a Traffic Signal at Discovery Street/San Pablo Drive	Capital	\$467,000	\$0	\$0	\$0	Yes	24	39	41	40	33	41	177	136	37
0697	39	City of Santee	School Area ADA Pedestrian Ramp Installation Project	Capital	\$980,000	\$0	\$0	\$0	No	29	36	42	35	40	42	182	140	38
0650	2	City of Chula Vista	Cook Elementary School Safety Pedestrian Improvements	Capital	\$407,000	\$0	\$0	\$0	No	37	33	36	41	41	41	188	147	39
0683	49	County of San Diego	Valley Vista Elementary - SRTS Sidewalk Improvements	Capital	\$364,000	\$0	\$0	\$0	No	36	40	39	39	36	40	190	150	40
0687	48	County of San Diego	Tierra del Sol Middle and Lindo Park Elementary - Julian Avenue SRTS Improvements	Capital	\$1,313,000	\$0	\$0	\$0	Yes	38	41	37	38	38	41	192	151	41
0699	59	Steele Canyon High School	Pedestrian Safety Enhancements SR94 near Steele Canyon High School	Capital	\$1,680,000	\$0	\$0	\$0	Yes	42	42	38	37	39	42	198	156	42
			*DAC column denotes whether the project will benefit a disadvantaged community															
			Red boxes indicate projects that the evaluator did not score due to a conflict of interest.															
			Green boxes indicate projects that the evaluator did not score due to evaluator error.															



401 B Street, Suite 800
San Diego, CA 92101
Phone (619) 699-1900
Fax (619) 699-1905
www.sandag.org

**RESOLUTION
NO. 2015-07**

APPROVING THE PROPOSED RANKED LIST OF ACTIVE TRANSPORTATION PROGRAM PROJECTS AND FUNDING RECOMMENDATIONS TO THE CALIFORNIA TRANSPORTATION COMMISSION

WHEREAS, the legislature and Governor of the State of California have provided funds for the Active Transportation Program under Senate Bill 99, Chapter 359, and Assembly Bill 101, Chapter 354; and

WHEREAS, the California Transportation Commission (CTC) has been delegated the responsibility for the administration of this grant program, established necessary procedures; and

WHEREAS, the CTC has required in its ATP Program Guidelines that Metropolitan Planning Organizations (MPOs) coordinate the competitive selection process to select projects to receive a portion of the ATP funding; and

WHEREAS, the San Diego Association of Governments (SANDAG), as the MPO for the San Diego region, conducted a competitive selection process for the distribution of ATP funds in the San Diego region; and

WHEREAS, the SANDAG competitive selection process has resulted in a list of projects that are deemed to meet the eligibility requirements of the ATP Program Guidelines; and

WHEREAS, the CTC requires the Governing Body of the MPO to approve the proposed ranked list of Active Transportation Program projects and funding recommendations to the California Transportation Commission; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors, acting as its Governing Body:

1. Confirms that the San Diego Regional ATP competitive selection process was conducted in accordance with the CTC ATP Program Guidelines, including the use of an independent multidisciplinary advisory group as application evaluators.
2. Confirms that the ATP projects recommended for funding per the San Diego Regional ATP competition include a broad spectrum of projects benefitting pedestrians and bicyclists, including students walking and cycling to school.
3. The ranked list of Active Transportation Program projects is hereby recommended to the CTC for funding.

4. The contingent project list is recommended to be used by the CTC to reallocate ATP funds in the event a project initially recommended for funding is unable to allocate the awarded funds or obtain an extension within the timeframe identified by the CTC.

PASSED AND ADOPTED this 26th of September, 2014.

CHAIRPERSON

ATTEST: _____
SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.



**BOARD OF DIRECTORS
SEPTEMBER 26, 2014**

ACTION REQUESTED - APPROVE

***TransNet* ENVIRONMENTAL MITIGATION PROGRAM:
FY 2015 IMPLEMENTATION**

File Number 1200300

Introduction

The *TransNet* Extension Ordinance and Expenditure Plan, approved by the voters in November 2004, includes the Environmental Mitigation Program (EMP), which provides funding to mitigate habitat impacts from regional and local transportation projects, and provides funding for regional land management and biological monitoring. The EMP is a unique component of the *TransNet* Extension Ordinance in that it goes beyond traditional mitigation for transportation projects by including a funding allocation for habitat acquisition, management, and monitoring activities to help implement the regional habitat conservation plans.

Each year the SANDAG Board of Directors allocates \$4 million toward implementation of regional land management and biological monitoring pursuant to a Memorandum of Agreement (MOA) with state and federal agencies on the implementation of the EMP.

The purpose of this report is to provide the Board of Directors with a proposed two-year Work Plan for Fiscal Years 2015 and 2016 (FY 2015 - FY 2016), regional management and monitoring activities that includes allocation of funding for FY 2015, as well as modifications to the draft eligibility, submittal, and evaluation criteria for the Call for Projects for the seventh cycle of the *TransNet* EMP Land Management Grant Program.

Discussion

Originally signed on February 22, 2008, and most recently amended on April 26, 2013, the Board of Directors entered into the MOA with state and federal resource agencies on the implementation of the EMP. A provision of the MOA allocates \$4 million annually for ten years to implement regional habitat management and monitoring efforts to help maintain the region's biological integrity, with the intention of avoiding future listings of endangered species. Allocation of the \$4 million is done

Recommendation

The Regional Planning and Transportation Committees recommend that the Board of Directors approve: (1) the proposed FY 2015 - FY 2016 Work Plan for regional land management and biological monitoring and allocation of funding for FY 2015, which totals \$4 million; and (2) the draft eligibility, submittal, and evaluation criteria and the release of the Call for Projects for the seventh cycle of the *TransNet* Environmental Mitigation Program Land Management Grant Program.

on an annual basis by the Board of Directors pursuant to a funding strategy originally adopted in 2006 and last updated by the Board of Directors on December 21, 2012.

As a result of the Independent Taxpayer Oversight Committee (ITOC) performance audit recommendations in 2012, the Management Strategic Plan (MSP) for Conserved Lands in Western San Diego County was developed to evaluate and prioritize necessary actions and key milestones for regional management and monitoring, and to identify priorities to consider as the funding is allocated. The MSP is a technical analysis that serves as a road map to assist SANDAG policymakers with the allocation of regional management and monitoring funding.

FY 2015 - FY 2016 Work Plan and FY 2015 Allocations

SANDAG staff has developed a two-year Work Plan for FY 2015 - FY 2016 based on the objectives and priorities included in the MSP. This Work Plan outlines the overarching goals and areas of emphasis for FY 2015 - FY 2016 and key milestones for regional management and monitoring. At its May 13, 2014, meeting, the EMP Working Group recommended approval of the FY 2015 - FY 2016 Work Plan (Attachment 1). In addition, the EMP Working Group has developed recommendations for the FY 2015 funding allocation to implement the FY 2015 - FY 2016 Work Plan while taking into consideration funding previously allocated by the SANDAG Board of Directors and the current allocation of \$4 million (Attachment 1, Table 1). The proposed funding levels for FY 2015 are consistent with the adopted *TransNet* EMP MOA and the *TransNet* Extension Ordinance.

Land Management Grant Program Criteria for the Seventh Cycle of Grant Funding

The FY 2015 - FY 2016 Work Plan and the proposed FY 2015 funding allocations would include the continuation of a competitive land management grant program to assist land managers in the region to maintain the existing habitat and native species. Six previous cycles of the EMP Land Management Grant Program have occurred, each time improving the quality and focus of the submitted project proposals.

The EMP Working Group has reviewed the past six cycles of the Land Management Grant Program to seek improvements and to better streamline the process. The EMP Working Group concluded that the competitive grant process has proven to be successful in the even distribution of needed funding to land managers across the region.

The EMP Working Group and SANDAG staff are proposing that \$1.5 million of funding be made available for this cycle of land management grants. This would include funding to implement the FY 2015 Work Plan identified in Attachment 1 (\$420,000) as well as the additional carryover funding (\$1,080,000) allocated by the Board of Directors in FY 2012 for land management grants for which a Call for Projects was delayed until the completion of the MSP. It is recommended that the funding be allocated toward the following three eligible activities:

1. Maintenance and Enhancement of Extant Populations of MSP Species and their Habitats (approximately 40% of available funds)
2. Threat Reduction to MSP Species and their Habitats from Invasive Species and Wildfires (approximately 40% of available funds)

3. Habitat Maintenance, Access Control/Management and Volunteer Coordination (approximately 20% of available funds)

These eligible activities are similar to previous cycles, but are now aligned to the recommended FY 2015 - FY 2016 Work Plan in order to strategically target priority species and their habitats as well as implement key milestones. The EMP Working Group recommended that the eligible projects for the seventh cycle be evaluated against proposed evaluation criteria specific to the three types of eligible projects. Details on the eligibility, submittal, and evaluation criteria are described in the Overview and Instructions (Attachment 2), and the Grant Application Form is provided in Attachment 3. No other changes in process or content are proposed for the seventh cycle of the *TransNet* EMP Land Management Grant Program.

Next Steps

At their respective meetings on September 5, 2014, the Regional Planning and Transportation Committees recommended approval of the proposed management and monitoring FY 2015 - FY 2016 Work Plan and funding allocations for FY 2015 totaling \$4 million; and the draft eligibility, submittal, and evaluation criteria for the seventh cycle of the *TransNet* EMP Land Management Grant Program. This item was presented to the ITOC on September 10, 2014, which supported the proposed Work Plan, evaluation criteria, and Call for Projects as detailed in this report. If approved by the Board of Directors, SANDAG staff will implement the FY 2015 - FY 2016 Work Program, and release the Call for Projects for the seventh cycle of the *TransNet* EMP Land Management Grant Program on October 1, 2014.

GARY L. GALLEGOS
Executive Director

- Attachments:
1. *TransNet* Environmental Mitigation Program: Regional Management and Monitoring Fiscal Years 2015 and 2016 Work Plan and Table 1 – Recommended FY 2015 Funding Allocation for Habitat Conservation Fund (CIP 1200300)
 2. Draft *TransNet* EMP Land Management Grant Program Call for Projects for the Seventh Cycle of Grant Funding: Overview and Instructions
 3. Draft *TransNet* EMP Land Management Grant Program Call for Projects for the Seventh Cycle of Grant Funding: Grant Application Form
 4. Draft *TransNet* EMP Land Management Grant Program Call for Projects for the Seventh Cycle of Grant Funding: Sample Grant Agreement

Key Staff Contact: Keith Greer, (619) 699-7390, keith.greer@sandag.org

**TransNet Environmental Mitigation Program:
Regional Management and Monitoring Fiscal Years 2015 and 2016 Work Plan**

INTRODUCTION

The *TransNet* Extension Ordinance and Expenditure Plan, approved by the voters in November 2004, include the Environmental Mitigation Program (EMP) which provides funding to mitigate habitat impacts from regional and local transportation projects, and provides funding for regional land management and biological monitoring. The EMP is a unique component of the *TransNet* Extension Ordinance in that it goes beyond traditional mitigation for transportation projects by including a funding allocation for habitat acquisition, management, and monitoring activities to help implement the regional habitat conservation plans. This funding allocation is tied to mitigation requirements and the environmental clearance approval process for projects outlined in the Regional Transportation Plan and to implement the pending Healthy Communities goals being developed as part of San Diego Forward: the Regional Plan.

Each year, the SANDAG Board of Directors allocates \$4 million to implement regional land management and biological monitoring pursuant to a Memorandum of Agreement (MOA) with state and federal agencies on the implementation of the EMP. In 2013, a technical document entitled, *Management Strategic Plan (MSP) for Conserved Lands in Western San Diego County* was developed to increase the efficient use of both the *TransNet* funding as well as other outside local, state, and federal funds. The MSP has several elements dealing with species management, wildlife connectivity, wildfires, and regional monitoring that will promote the purpose of the *TransNet* EMP. The MSP is available at:

http://www.sdmmp.com/reports_and_products/Management_Strategic_Plan.aspx

The purpose of the strategic plan is to identify and prioritize actions that are needed to ensure the persistence of key wildlife species, maintain ecosystem processes, and maintain healthy natural communities in an efficient and integrated manner across the region in the context of a changing ecosystem due to wildfires invasion by non-native plants, and climate change.

FISCAL YEAR 2015 STRATEGIC GOALS AND AREAS OF EMPHASIS

To guide the development of the annual allocation of regional management and monitoring funds, a set of Strategic Goals have been identified in the MSP. These strategic goals identify long-term areas of achievement that should remain relatively unchanged on an annual basis. Supporting these Strategic Goals are the Areas of Emphasis and Achievement Milestones, which will be updated each year to highlight particular areas of focus for the coming year and as measure of success.

Strategic Goals

1. **Promote key sensitive species** persistence and resiliency through management actions to prevent extirpation (i.e., local extinction) and extinction.
2. **Promote native vegetation communities** persistence and resiliency through the development and implementation of strategies to maintain and increase habitat quality.
3. **Improve wildlife movement** through the identification of critical linkage areas and implementation of strategies to enhance the physical and genetic connectivity of species across rural and urban landscapes.

4. **Promote regional collaboration** through the facilitation and coordination with existing open space management efforts, development of best management practices, and leverage existing funding.

Areas of Emphasis and Fiscal Year 2015 and Fiscal Year 2016 Milestones

The highest priorities for SANDAG during Fiscal Year (FY) 2015 and FY 2016 are the Areas of Emphasis as follows:

- **Rare and Endemic Plant Monitoring and Recovery.** The Management Strategic Plan has identified several plant species that could either be entirely lost within San Diego County, or where significant occurrences of the species could be lost. For FY 2015 and 2016, management efforts will be directed towards thirteen “at-risk” plant species identified as a priority in the MSP.

Achievement Milestones FY 2015-FY 2016

- Complete a regional assessment of the location and the current management status of 90 percent of the known population of the priority rare plant species as identified in the MSP for FY 2015-FY 2016 on conserved lands.
 - Incorporate data from regional assessment into regional master occurrence database for analysis.
 - Work with land managers to identify gaps in rare plant monitoring and fill those gaps through a SANDAG consultant to complete surveys in FY 2015 where gaps exist.
 - Implement management actions identified as high priority during plant monitoring efforts conducted in 2014 and 2015.
 - Initiate genetic analysis of nine high priority plant species to inform species management decisions to increase the species resiliency within the MSP areas and to inform decisions on seed banking and bulking.
 - Conduct hydrologic studies of current and historic locations of willow monardella on conserved lands in coordination with other land managers to evaluate the effect hydrologic modification on this species.
- **Vertebrate and Invertebrate Monitoring and Recovery.** The MSP has identified several animal species that could either be entirely lost within San Diego County, or where significant occurrences of the species could be lost. For FY 2015 and 2016, management efforts will be directed towards 11 “at-risk” animal species as identified in the MSP.

Achievement Milestones FY 2015-FY 2016

- Continue to fund golden eagle work started through the U.S. Geological Survey (USGS) in FY 2014 that focuses on delineating foraging areas and population demographics.
- Analyze previously collected quino checkerspot butterfly data to design a monitoring strategy and adaptive management actions.

- Identify factors affecting arroyo toads at each population location and develop site specific management actions to improve conditions for each population and prioritize actions for implementation.
 - Initiate reestablishment of western pond turtles in the San Diego River below El Capitan Reservoir and continue population reestablishment in the Otay River watershed.
 - Support California Department of Fish & Game's burrowing owl implementation plan (already funded by outside sources) for the Otay, Tijuana, and Sweetwater River watersheds by providing data review and scientific support.
 - Establish two geographically-based cactus nurseries to support enhancement of coastal cactus wren habitat and transplant mature cactus at three sites in the Otay River watershed if mature cactus become available.
 - Identify the location of key pallid and Townsend bat habitat components (e.g., roosts, water sources, foraging areas) and evaluate how native forb/grassland enhancement efforts can integrate with their improvement.
 - Evaluate the condition of the willow flycatcher population in the San Luis Rey River watershed and its importance as a source population for maintaining willow flycatcher populations in the MSP area.
 - Complete data analysis and participate in range-wide gnatcatcher monitoring using a standardized survey protocol in FY 2015.
 - Monitor cactus wren populations in the Otay and Sweetwater watersheds to evaluate status and movement between these watersheds.
- **Vegetation Community Monitoring and Recovery.** Vegetation communities serve as habitat for priority plant and animal species and as surrogates for ecosystem health. Changes in the vegetation communities due to fires, invasive species, droughts, climate change, and other factors may be causing a landscape level change to these communities. For FY 2015 and 2016, management and monitoring efforts will be directed towards the following activities:

Achievement Milestones FY 2015-FY 2016

- Identify monitoring objectives to assess the status/health of vegetation communities on conserved lands, and development of standardized protocols to address these objectives.
- Apply protocols and collect data on 16 (to be refined by the protocols) habitat areas totaling approximately 500-1,000 acres to evaluate habitat conditions and threats such as invasion by argentine ants and urban runoff.
- Assist preserve managers to enforce legal human activities on open space lands.
- Implement and assess the effectiveness of the control invasive plant species (priority species 1, 2, and 3) eradication efforts under the County of San Diego Weed Management Area contract with SANDAG.

- Implement adaptive management actions to increase native grass and forb composition and bare ground components of grasslands and coastal sage scrub using layered treatments (e.g., grazing, fire, and seeding) on four preserve areas of 500 acres or greater.
- Assist USGS with recommendation and development of actions that will be the future Wildfire Management Element of the MSP.
- **Enhance movement of wildlife.** Species need to move to maintain population size and genetic diversity. In a landscape fragmented by urban development and transportation infrastructure, restrictions to movement result in a risk of extinction or extirpation. For FY 2015 and 2016, management and monitoring efforts for understanding and enhancing wildlife movement will be directed towards the following activities:

Achievement Milestones FY 2015-FY 2016

- Analyze existing mountain lion movement data collected in FY 2014 and expand efforts to identify how mountain lions are utilizing the northern inland area of the region on both sides of Interstate 15.
- Continue to collect data on badger population connectivity to inform management decisions including enhancement of road crossing areas for badgers.
- Initiate discussion on the implementation of the State Route (SR) 94 wildlife infrastructure plan.
- Develop in association with Caltrans a wildlife infrastructure improvement plan for SR 67.
- Utilize the data from USGS road undercrossing studies to develop guidelines for future undercrossing designs that benefit a wide range of wildlife species.
- Update the Connectivity Element of the MSP which will include evaluation of critical land acquisitions.

Facilitate best practices for management and monitoring. San Diego County is made of numerous, diverse land managers. In addition, continued research yields more insight into the methodologies and actions that are most efficient and cost effective. Funded by SANDAG, the San Diego Management and Monitoring Program (SDMMP) has been the point of regional management and monitoring coordination. For FY 2015 and 2016, regional coordination will focus on the following activities:

Achievement Milestones FY 2015-FY 2016

- The SDMMP has become a hub for regional coordination and information sharing. As the current contract ends, SANDAG will need to complete the hiring of a contractor to fulfill the SDMMP administrator role. By December 1, 2014, a new 3-year contract with annual task orders should be executed with the most qualified respondent to a request for proposals.
- Complete the Monitoring Element of the MSP and initiate the development of identified monitoring protocols.

- Provide regional science support and data analysis of regional management and monitoring data.
- Refine the output products of the regional database, increase their data sets, provide data analysis to preserve managers, and provide pre-formatted data reports to interested stakeholders.
- Collaborate with military and other regional conservation planning programs to promote intra- and inter- regional habitat conservation planning in Southern California.
- Provide a quantitative and qualitative assessment on the status of regional management and monitoring efforts by the end of FY 2016.

Table 1
Recommended FY 2015 Funding Allocation for Habitat Conservation Fund (CIP 1200300)

A	B	C	D	E
#	Strategic Goal	Approved Prior Years FY 2006- 2014	Proposed FY 2015 Funding Allocation	Comments/ Recommended Approach
1	Promote key sensitive species			
1.1	Rare and Endemic Plant Monitoring and Recovery	\$515,000	\$400,000	Fund contractor to conducts rare plant monitoring in areas not being conducted by existing land managers.
1.2	Vertebrate Monitoring and Recovery	\$2,265,000	\$1,175,000	Fund contractor to implement regional monitoring of priority vertebrate species pursuant to MSP.
1.3	Invertebrate Monitoring and Recovery	\$780,000	\$130,000	Analyze previously collected data to design monitoring strategy and adaptive management actions for the endangered quino checkerspot butterfly.
1.4	Other Species Monitoring (Priority 2 species)	\$490,000	\$0	Provide technical assistance for raptor monitoring project in the Ramona grasslands. No additional funding required.
1.5	General Stressors and Threats Management	\$870,000	\$200,000	Fund work to look at threat reduction of invasive animal species and urban runoff to sensitive habitats.
	Subtotal	\$4,920,000	\$1,905,000	
2	Promote native vegetation communities			
2.1	Vegetation Community Monitoring and Recovery	\$645,000	\$500,000	Hold a technical workshop to review the results of vegetation monitoring efforts completed by SDSU. Develop a regional monitoring protocol for implementing in spring 2015.
2.2	Pro-active Wildfire Planning and Management	\$2,550,000	\$0	Continue working on wildfire planning and management under existing contract with USGS. No additional funding required.
2.3	Invasive Plant Species Management	\$575,000	\$0	Continue to work with County of San Diego Weed Management Area under existing contract to address top invasive plant species. No additional funding needed.
2.4	Updated Vegetation Mapping	\$850,000	\$0	Continue to work with contractor under existing contract to complete revisions to regional vegetation map. No additional funding needed.
2.5	Enforcement	\$520,000	\$30,000	Continue to work with CDFG Warden and San Diego Sheriffs in FY 2015 to fund same level of enforcement effort provided in FY 2014.
2.6	Preserve level management plan standardization	\$450,000	\$0	Contractor currently working on three pilot planning areas. No additional funding needed.

Table 1
Recommended FY 2015 Funding Allocation for Habitat Conservation Fund (CIP 1200300)

A	B	C	D	E
#	Strategic Goal	Approved Prior Years FY 2006- 2014	Proposed FY 2015 Funding Allocation	Comments/ Recommended Approach
2.7	Land Management Implementation (e.g., grants)	\$14,290,000	\$420,000	Direct \$420,000 toward the EMP Land Management Grant Program, along with additional unencumbered funds from past Board allocations.
2.8	Emergency Land Management Fund	\$250,000	\$50,000	Add \$50,000 into fund pursuant to prior SANDAG Board discussion to build the fund up to \$500,000.
	Subtotal	\$20,130,000	\$1,000,000	
3	Improve wildlife movement			
3.1	Wildlife Corridor and Linkages Monitoring	\$1,145,000	\$300,000	Fund movement studies through USGS. Hire contractor to work with SANDAG and Caltrans to discuss implementation of improvement for wildlife movement across State Route 94 and State Route 67.
	Subtotal	\$1,145,000	\$300,000	
4	Promote regional coordination			
4.1	Program Administrator	\$1,120,000	\$250,000	Contract for SDMMP administrator expires in December 2014. Fund and select contractor to continue to implement this function.
4.2	Management & Monitoring Coordinator	\$1,350,000	\$0	Continue to work with existing SANDAG contractor. No additional funding required.
4.3	Biologist	\$515,000	\$205,000	Continue to fund through existing contract with USGS for FY 2015.
4.4	GIS Support	\$600,000	\$150,000	Continue to fund through existing contract with USGS for FY 2015.
4.5	Database Development and Support	\$610,000	\$150,000	Continue to fund through existing contract with USGS for FY 2015.
4.6	Conserved Lands Database Management	\$275,000	\$0	Transfer maintenance of database function to San Diego Management and Monitoring Program. No funding required.
4.7	Administrative & Science Support	\$335,000	\$40,000	Fund administrative and science support through existing contract with USGS.
	Subtotal	\$4,805,000	\$795,000	
	TOTAL FUNDING STRATEGY	\$31,000,000	\$4,000,000	

**CALL FOR PROJECTS FOR THE SEVENTH CYCLE OF THE
TransNet ENVIRONMENTAL MITIGATION PROGRAM (EMP)
LAND MANAGEMENT GRANT PROGRAM
OVERVIEW AND INSTRUCTIONS**

Program Description

The *TransNet* Extension Ordinance and Expenditure Plan, as approved by the voters on November 2, 2004, includes an Environmental Mitigation Program (EMP). The EMP is a funding allocation category for the costs to mitigate habitat impacts for regional transportation projects. The EMP is a unique component of the *TransNet* Extension in that it goes beyond traditional mitigation for transportation projects by including a funding allocation for habitat acquisition, management, and monitoring activities as needed to help implement regional habitat conservation plans.

On September 26, 2014, the SANDAG Board of Directors approved the call for projects for the seventh cycle of the EMP Land Management Grant Program with a budget of \$1.5 million.

Eligible Project Proposals

SANDAG has allocated \$1.5 million to address the top concerns related to maintaining the integrity of the regional habitat preserves. This includes maintenance and enhancement of extant populations of Management Strategic Plan for Conserved Lands in Western San Diego County (MSP) species and their habitats; threat reduction to MSP species and their habitats from invasive species and wildfires; and habitat maintenance, access control/management and volunteer coordination. It is envisioned that the \$1.5 million would be part of a multi-year strategic approach. All Grant Application Form [Attachment B] and required supplementary materials (hereafter referred to as "proposal") must be within the MSP Area (MSPA) and include one or more of the following **eligible activities** (applicant must identify which eligible activity best fits their proposed project):

1. **Maintenance and Enhancement of Extant Populations of MSP Species and their Habitats (approximately 40% of available funds).** Applicants should refer to the MSP to identify specific objectives and identified actions that have been prioritized for completion starting in this implementation cycle. Full text of the species objectives can be found in Volumes 2 and 3 of the MSP. Explicit objective(s) to be accomplished should be identified in the proposal with measureable success criteria.
2. **Threat Reduction to MSP Species and their Habitats from Invasive Species and Wildfires (approximately 40% of available funds).** Highest priority will be given to SL¹ and SO² species. Eligible activities include management actions to reduce threats to MSP species based on recent inspections of species occurrences. Inspection results must be attached to this proposal and submitted to San Diego Management and Monitoring Program (SDMMP) (this attachment is not counted towards the twelve (12) page maximum).

¹ Category SL Species: species whose persistence in the MSPA is at high risk of loss without immediate management action above and beyond that of daily maintenance activities.

² Category SO Species: species whose persistence of one or more significant occurrences in the MSPA is at high risk of loss without immediate management action above and beyond that of daily maintenance activities.

Examples of activities include, but are not limited to: control of invasive plant³ and animal species; planting and seeding of areas with native vegetation impacted by invasive species and/or wildfires; minimization of ignition and fuel sources to reduce intensity of spread and increase viability of MSP species; hardening of access roads; access control to reduce impacts to SL or SO species on recently burned areas.

3. **Habitat Maintenance, Access Control/Management and Volunteer Coordination (approximately 20% of available funds).** Eligible activities include regular day-to-day habitat maintenance, management of public use combined with monitoring of effects on species and habitats, and the coordination of volunteer programs to implement management actions. This includes signage (both interpretive and cautionary), education, erosion control, culvert maintenance, fencing, patrolling public use, costs related to volunteer coordination, law enforcement, and efforts to remove garbage in existing preserve systems to allow habitat areas to recover. Eligible project proposals also include data collection/monitoring to:
 - Determine the effects of public use on species and vegetation communities
 - Track types, quantity, and seasonality of public use
 - Assess areas for compatible public use prior to allowing access

Projects that are not ready to begin work within 12 months of submission of the proposal to SANDAG will not be eligible for this funding cycle. Project proposals approved by the SANDAG Board of Directors for funding that do not begin work within one year will be at risk of losing their funding. This grant program is intended to fund existing gaps of land management and the total length of time funded should be appropriate to the proposed project. All requests for extensions to proposed project schedules within final executed grant agreements are subject to SANDAG Board Policy No. 035, which can be found at sandag.org/legal.

Process for Allocating Funds

SANDAG will accept project proposals from land managers in San Diego County that will benefit regional conservation planning under the Natural Communities Conservation Planning Program. The applicant must own the land, or be designated to manage the land by the land owner under a contract or other written form of legal documentation, and should have any applicable state and federal permits prior to the initiation of work. The land must be conserved as open space for natural resources. Representatives of the land owner and land manager must be identified on the Grant Application Form (Attachment B) and be authorized in writing to enter into a grant agreement with SANDAG.

Applicants must complete a Grant Application Form (Attachment B) that does not exceed twelve (12) pages. The project proposal will include the purpose of the proposed project, the scope of work, costs, and schedule. Applicants must clearly identify (1) their proposed tasks in the scope of work, (2) funding requested for each task, (3) start and end dates of the tasks, and (4) deliverables. Any required supplementary materials (with the exception of inspection results and right-of-entry permit, if applicable) will be counted towards the twelve (12) page maximum.

³ Invasive plant species: species that is determined to be impacting MSP SL or SO species, as identified in the Management Priorities for Invasive Non-native Plants, A Strategy for Regional Implementation (IPSP).

All project proposals will be reviewed for eligibility, ranked, and prioritized as described below. A list of recommended project proposals will be submitted for review and recommendation to the Environmental Mitigation Program (EMP) Working Group, Regional Planning Committee (RPC), and Transportation Committee (TC); for information and review for consistency with the *TransNet* Extension Ordinance to the Independent Taxpayer Oversight Committee (ITOC); and for final approval by the SANDAG Board of Directors.

Successful applicants will then be required to enter into a grant agreement with SANDAG for grant funding. The grant agreement signed by the parties will be in substantially the same form as the Sample Grant Agreement (Attachment C) included in the call for projects. Successful applicants will be required to submit quarterly invoices and reports on their progress and a final summary report of the project's contribution to promote habitat conservation in the region along with the final invoice and all remaining deliverables.

Who Will Score The Project Proposals?

An evaluation committee will be made up of EMP Working Group members and/or other qualified individuals who do not have an affiliation with any of the proposed projects will score and rank the proposals, in conformance with the criteria and values listed below. The committee will be comprised of individuals with knowledge of the regional preserve system and land management.

Protests

A protest by any adversely affected applicant must be made in writing and must be mailed or hand delivered to SANDAG's Protest Administrator, Charles "Muggs" Stoll, at 401 B Street, Suite 800, San Diego, CA 92101, within five (5) business days after an applicant is notified by SANDAG that its proposal is not being recommended for funding. A protest which does not strictly comply with the SANDAG protest procedures will be rejected. The Competitive Grant Program Protest Procedures can be found at the SANDAG EMP Grants web site available at sandag.org/empgrants.

Project Proposal Evaluation and Ranking

The following evaluation and ranking criteria will be used by the evaluation committee.

Eligible Activity: 1. Maintenance and Enhancement of Extant Populations of MSP Species and their Habitats

Project Proposal Evaluation Criteria	Point Range	Weight	Maximum Score Possible	Total Score
Proposed project addresses a high-priority MSP species and their habitats. SL or SO species will be given higher priority.	0-5	5	25	
Actions proposed are meeting MSP objectives and actions to be implemented. Species occurrence(s) are clearly identified within project proposal.	0-5	5	25	
Proposed project site is located within the MSP area (MSPA) and appropriate monitoring unit (MU) identified in the objectives.	0-5	5	25	
Long-term success of management activities is likely with clear, measurable positive results. Success criteria have been identified and will be monitored and reported.	0-5	5	25	
Proposed project contains multiple partners and multiple benefits AND/OR Proposed project is an important part of a larger effort already underway to recover a priority species.	0-5	3	15	
Sufficient matching funds are available to implement the proposed project.	0-5	3	15	
Proposed project promotes public awareness of sustainable land management through public participation.	0-5	3	15	
Total			145	

Eligible Activity: 2. Threat Reduction to MSP Species and their Habitats from Invasive Species and Wildfires

Project Proposal Evaluation Criteria	Point Range	Weight	Maximum Score Possible	Total Score
Proposed project addresses a high priority MSP species and their habitats. SL or SO species will be given higher priority.	0-5	5	25	
Actions proposed are meeting MSP objectives and actions to be implemented. Species occurrence(s) are clearly identified within project proposal.	0-5	5	25	
Proposed project site is located within the MSPA and appropriate MU identified in the objectives.	0-5	5	25	
Long-term success of management activities is likely with clear, measurable positive results. Success criteria have been identified and will be monitored and reported.	0-5	5	25	
Proposed project contains multiple partners and multiple benefits AND/OR Proposed project is an important part of a larger effort already underway to recover a priority species.	0-5	3	15	
Sufficient matching funds are available to implement the proposed project.	0-5	3	15	
Proposed project promotes public awareness of sustainable land management through public participation.	0-5	3	15	
Total			145	

Eligible Activity: 3. Habitat Maintenance, Access Control/Management and Volunteer Coordination

Project Proposal Evaluation Criteria	Point Range	Weight	Maximum Score Possible	Total Score
The proposed project activity will benefit lands set aside for MSP species and their habitats. SL or SO species and their habitats will be given higher priority.	0-5	5	25	
Long-term success of management activities is likely with clear, measurable positive results (High Cost-Effectiveness). Success criteria have been identified and will be monitored and reported.	0-5	5	25	
Action is needed to address a problem that would severely degrade a sensitive vegetation community or MSP species and their habitats. SL or SO species and their habitats will be given higher priority.	0-5	5	25	
Sufficient matching funds are available to implement the proposed project.	0-5	3	15	
Proposed project promotes public awareness of sustainable land management through public participation and volunteer coordination.	0-5	5	25	
Total			115	

Proposed Timeline (dates proposed are subject to change)

October 1, 2014 – A call for projects is provided to interested stakeholders included in SANDAG's *TransNet* EMP stakeholder database. A call for projects also will be posted on the SANDAG EMP Grants web site, sandag.org/empgrants.

November 5, 2014 – A public workshop will be provided to address any questions related to the call for projects and proposal processes. SANDAG staff will provide information and address questions on the eligibility, approval, contracting, and specific requirements of this grant program.

January 6, 2015 – Proposals are due to SANDAG, to be received by 4 p.m.

One (1) signed hard copy (Postmarks will not be accepted in lieu of this requirement) mailed to:

SANDAG
Attn: Katie Levy
401 B Street, Suite 800
San Diego, CA 92101

and one (1) signed electronic file version to katie.levy@sandag.org.

January – February, 2015 – The evaluation committee will review and rank project proposals following the criteria above and forward the list of prioritized project proposals to the EMP Working Group for consideration.

March, 2015 – The EMP Working Group will recommend a list of prioritized project proposals to the Regional Planning and Transportation Committees. The list of prioritized project proposals also will be provided to the Independent Taxpayer Oversight Committee to review for consistency with the *Transnet* Extension Ordinance.

April, 2015 – The Regional Planning and Transportation Committees will be provided a list of prioritized project proposals for review and information.

May, 2015 – The Regional Planning and Transportation Committees will be asked to recommend a list of prioritized project proposals for funding to the SANDAG Board of Directors.

May, 2015 – The SANDAG Board of Directors will be asked to approve a list of prioritized project proposals for funding.



**CALL FOR PROJECTS FOR THE SEVENTH CYCLE OF THE
TransNet ENVIRONMENTAL MITIGATION PROGRAM (EMP)
LAND MANAGEMENT GRANT PROGRAM
GRANT APPLICATION FORM**

Grant Application Form and required supplementary materials (hereafter referred to as "proposal") cannot exceed twelve (12) pages)

Applicant Name¹: _____

Address: _____

Phone and Email Address: _____

Name of Property: _____

General Location: _____

Jurisdiction: _____

Total Acres: _____

Estimated Acres Requiring Management: _____

Owner(s) of Property²: _____

Land manager(s) of property (include name(s)): _____

Proposal is submitted for consideration under the following eligible activity area (must identify one eligible activity that best characterizes the proposed project):

- Maintenance and Enhancement of Extant Populations of Management Strategic Plan for Conserved Lands in Western San Diego County (MSP) Species and their Habitats
- Threat Reduction to MSP Species and their Habitats from Invasive Species and Wildfires
- Habitat Maintenance, Access Control/Management, and Volunteer Coordination

Brief Project Summary that includes your primary goal and objectives(200-word maximum)

¹ While collaboration is encouraged in the development of the grant proposal, the proposal must identify one organization as the lead entity that will enter into an Agreement with SANDAG.

² If the applicant is not the landowner, please submit a letter or right-of-entry permit from the land owner granting permission to perform the land management duties as outlined in the proposal. Failure to provide the letter or right-of-entry permit will lead to disqualification of the proposal.

Attached letter or right-of-entry permit if applicable (does not count towards twelve (12) page maximum).

Quantify Expected Results (add bullets as necessary)
<ul style="list-style-type: none"> • • •
Brief Description of dedicated staff and/or consultants that would work on Project (200-word maximum)

Funding Needs Summary

1. Please indicate how much funding is being requested from SANDAG and any matching funding proposed:

Budget Item	Requested Funding Amount	Proposed Matching Funds*	Description
Personnel Expenses Staff	\$	\$	Includes staff time for non-administrative work on the project
Personnel Administrative Expenses	\$	\$	Includes all staff time to administer the contract
Consultant Expenses	\$	\$	Includes all costs for consultant services
Other Direct Expenses	\$	\$	Includes all equipment, supplies, mileage, etc.
Indirect Costs ³	\$	\$	All indirect charges (e.g., overhead) on the project, if any.
Totals	\$	\$	

*if applicable

2. Are there matching funds available?

Yes No

If yes, how are the matching funds assured (100-word maximum)?

Attach a letter from the organization/partner that ONLY provides confirmation that they are committed to providing the matching funds proposed for this project. (General letters of support not related to commitment of matching funds will NOT be accepted and will NOT be considered as part of the proposal).

PROJECT PROPOSAL

The proposal will include (A) the purpose of the project, (B) the scope of work by tasks, (C) the proposed budget, including matching funds, by task, and (D) a schedule for each task. Applicants must clearly identify their proposed tasks in the scope of work, funding requested for each task (please identify staff hours and cost separately from consultant costs), start and end dates of the tasks, and deliverables. **Applicants are encouraged to identify phasing and prioritization of tasks in their proposal in case full funding for the project is not available.**

³ Indirect Costs are only allowable if: (1) applicant has an indirect cost allocation audit approved by a qualified independent auditor or (2) the applicant's proposed method for allocating indirect costs is submitted with the proposal in accordance with [OMB guidelines](#) and approved by SANDAG. Indirect costs will not be reimbursed until one of the two conditions above are satisfied and indirect cost allocation plans must be renewed annually.

A. Project Purpose

Address the following in the proposal.

1. Describe the proposed management activity(ies) and how it relates to the Management Strategic Plan for Conserved Lands in Western San Diego County (MSP). Is there current management occurring or has past management occurred (please describe)? If the proposed management activity will continue or expand on previous efforts funded by *TransNet*, please describe how it will be coordinated. If the proposed management activity is based on the results from past field inspections of the species occurrence, describe the conditions and management needs identified and whether or not the data has been provided to the SDMMMP. If implementing fire management actions, describe the management technique being used and whether a fire plan currently exists.
2. Which MSP species and their habitats will benefit from the proposed management activity? Which specific MSP objective(s) and action(s) will be implemented (please reference the relevant MSP volume and page number)? Name the specific MSP species occurrence(s) to benefit from the management activity, if applicable.
3. Is the proposed project within the MSP area (MSPA)? In which Management Unit (MU) is the project located? **Attach a map.**
4. Describe the stressors and/or threats to the MSP species and their habitats in the project area that will be addressed through implementation of this project proposal.
5. Describe the management techniques proposed, including whether they have been previously used successfully and where. Are there any negative effects to MSP and other sensitive species and their habitats that could result from the proposed management action?
6. What strategic approach will be used to ensure the successful, long-term outcome of the proposed project (e.g. upstream exotic removal prior to downstream, future on-going maintenance)? Which adjacent conserved lands will not be included and why?
7. What are the goals and objectives for the proposed project? What criteria/metrics will be used to measure success? If applicable, what quantitative monitoring data will be collected to evaluate success? Who will be collecting the monitoring data and what are their qualifications?
8. How would the proposed project involve public outreach/public participation, volunteers and/or community events to highlight the land management activities being funded and promote awareness of the grant-funded project? Please quantify your response as much as possible.
9. How will the applicant manage the data collected? What software will be used to house the data? Who will be responsible for compiling and transferring the data to SANDAG? Who will be preparing the required quarterly, final, and all other reports?
10. Has the proposed project received *TransNet* EMP funds previously? If so, what was accomplished with the funds and why are additional funds being requested?
11. Is the proposed activity being done on land that was previously set aside as mitigation? If yes, please elaborate.

B. Scope of Work by Task

Please break down the proposal into discrete tasks and include a task name, description of each task, quantifiable expected results, and discrete deliverables for each task. Note: make sure to list tasks for quarterly reporting on the status of the grant project and a final report on the outcome of the grant project. The applicant should choose one of the three eligible activities, described in the call for projects, that best characterizes their project for consideration under this grant program and list tasks that further the objectives of the selected activity. You may add or subtract rows as needed.

Exhibit A – Proposed Project Scope of Work

Task #	Task Name	Task Description	Quantifiable Results/Deliverables
1	Name of Task	Describe Task	List the quantifiable results and deliverables
2			
3			
4			
5			
....			
....	Administrative		

DRAFT

C. Budget by Task

Please include a specific budget for each task described in the Scope of Work (section B above). This should include both requested SANDAG funds and any matching funds proposed. If matching funds are proposed, please distribute the match commitment proportionately¹. For projects requesting funding for more than one year, please indicate the requested funding and match for each year. Applicants are encouraged to identify phasing in their proposal in case full funding for the project is not available. You may add or subtract rows and columns as needed. **This grant program is intended to fund existing gaps of land management and will not cover on-going annual costs within applicant’s organization.**

Exhibit B – Proposed Project Budget

Task #	Task Name	Year 1 Grant Request	Year 1 Matching Funds ¹	Year 2 Grant Request	Year 2 Matching Funds ¹	Year 3 Grant Request	Year 3 Matching Funds ¹	Year 4 Grant Request	Year 4 Matching Funds ¹	Year 5 Grant Request	Year 5 Matching Funds ¹	Total Grant Request	Total Matching Funds	Total Project Cost
1		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
....														
....	Administrative	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Indirect Cost (__%)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	PERCENTAGE	%	%	%	%	%	%	%	%	%	%	%	%	%

¹ Throughout the Project, Matching Funds must be proportionate to Total Project Costs (Grant Request and Matching Funds combined). For example, if a proposed project Year 1 Grant Request is \$80,000 and proposed Year 1 Matching Funds are \$20,000, the Total Year 1 Project Costs are \$100,000. Therefore, the required proportionate matching funds to provide per invoice during Year 1 of the project are 20% (e.g. invoice submitted for \$8,000 grant amount reimbursement and \$2,000 matching funds submitted). However, if the Year 2 Grant Request is \$70,000 and proposed Year 2 Matching Funds are \$30,000, while the Total Year 2 Project Costs also are \$100,000, the required proportionate matching funds increases per invoice during Year 2 of the project to 30% (e.g. invoice submitted for \$7,000 grant amount reimbursement and \$3,000 matching funds submitted). Retention will be withheld beyond the ten percent (10%) retention for each invoice submittal that does not meet the proportionate matching funds requirement. These additional matching funds retained will not be released until the proportionate matching funds are reached for the project to-date.

D. Project Schedule

Please include start and end dates relative to the anticipated Notice to Proceed (assumes fall 2015) for each task described in the Scope of Work (section B above). Please list tasks for quarterly reporting on the status of the grant project and a final report on the outcome of the grant project. You may add or subtract rows as needed.

Exhibit C - Proposed Project Schedule (Assumes fall 2015 NTP)

Task #	Task Name	Proposed Start Date	Months Needed to Complete Task	Task End Date
1		"n" Months from NTP	"n" Months from NTP	MM/DD/YYYY
2		"n" Months from NTP	"n" Months from NTP	MM/DD/YYYY
3		"n" Months from NTP	"n" Months from NTP	MM/DD/YYYY
4		"n" Months from NTP	"n" Months from NTP	MM/DD/YYYY
5		"n" Months from NTP	"n" Months from NTP	MM/DD/YYYY
...		"n" Months from NTP	"n" Months from NTP	MM/DD/YYYY
...	Administrative	"n" Months from NTP	"n" Months from NTP	MM/DD/YYYY

Notes: Please explain why and how much additional time would be needed in the event of any delays due to NTP being provided beyond fall 2015 and/or unexpected weather conditions such as drought that could occur during the proposed project implementation.

NOTICE REGARDING PREVAILING WAGES

SANDAG's EMP Land Management Grant Program projects are funded with *TransNet* revenues consistent with the *TransNet* Extension Ordinance adopted by the voters in November 2004 (SANDAG Ordinance 04-01). Although SANDAG Ordinance 04-01 does not require payment of prevailing wages, California law may require that public works projects pay prevailing wages for workers.

Applicant acknowledges that SANDAG has strongly encouraged Applicant to seek legal counsel regarding whether the Proposed Project will require applicant to pay prevailing wages and agrees that SANDAG will have no liability for conducting this analysis. Yes No

Applicant acknowledges that if awarded an EMP Land Management Grant, the grant agreement between SANDAG and the grantee requires grantee's compliance with all federal, state and local laws and ordinances applicable to the Agreement. Yes No

REQUIRED STATEMENTS FROM APPLICANT

- Yes No The applicant has read and understands the Sample Grant Agreement (Agreement) and Invoice Template (Attachment C).
- Yes No If the SANDAG Board of Directors approves the proposed project proposal, the proposed applicant agrees to sign and return the Agreement to SANDAG, without exceptions or amendments, within 45 days of receipt.
- Yes No The applicant agrees to comply with SANDAG's Board Policy No. 035 "Competitive Grant Program Procedures," which outlines "Use-it-or-lose-it" project milestone and completion deadlines. Board Policy No. 035 is included in the Agreement, and is also on SANDAG's website at the following link: http://www.sandag.org/organization/about/pubs/policy_035.pdf
- Yes No The applicant understands that ten percent (10%) of all invoices will be retained until the completion of the proposed project.
- Yes No The applicant understands that for proposed projects with matching funds, retention will be withheld beyond the ten percent (10%) retention for each invoice submittal that does not meet the proportionate matching funds requirement. These additional matching funds retained will not be released until the proportionate matching funds are reached for the project to-date.
- Yes No The applicant understands that all invoices must be accompanied by written, documented support of the charges for both requested reimbursement of grant funds and matching funds and payment will not be made by SANDAG until all documents are satisfactorily submitted.
- Yes No The applicant understands that invoices and reports must be submitted on a quarterly basis within three weeks after the period covering January 1 to March 31; within three weeks after the period covering April 1 to June 30; within three weeks after the period covering July 1 to September 30; and within three weeks after the period covering October 1 to December 31.
- Yes No The applicant understands that the final invoice must be accompanied by written, documented support of the charges for both requested reimbursement of grant funds and matching funds; a final report; and all outstanding deliverables in order to receive final payment and have retained funds released.
- Yes No The applicant understands that to be considered eligible for funding, a resolution complying with the requirements of Board Policy No. 035, Section 4.1, must be submitted to SANDAG at least two weeks prior to the recommendation by the Regional Planning Committee of the list of prioritized project proposals. SANDAG will provide applicants with advance notice of the Regional Planning Committee's anticipated meeting date.
- Yes No The applicant agrees to submit all project data/information to SANDAG in a format compatible with the regional management database.

I have the authorization to submit this proposal (Grant Application Form and required supplementary materials) on behalf of my organization.

Applicant Name/Title (print or type)

Applicant Signature mm/dd/yy
Date

FOR INFORMATION ONLY DO NOT FILL OUT***TransNet* ENVIRONMENTAL MITIGATION PROGRAM FISCAL YEAR 2015****SAMPLE GRANT AGREEMENT [AGREEMENT NUMBER] BETWEEN
THE SAN DIEGO ASSOCIATION OF GOVERNMENTS
AND [INSERT NAME] REGARDING [INSERT DESCRIPTION]**

THIS GRANT AGREEMENT ("Agreement") is made this [Day] day of [Month], [Year], by and between the San Diego Association of Governments ("SANDAG"), 401 B Street, Suite 800, San Diego, California, and [Land Management Organization], ("Grantee"), [address]. This Agreement expires on [Month] [Day], [Year], unless amended in writing by mutual agreement of the parties.

The following recitals are a substantive part of this Agreement:

- A. The *TransNet* Extension Ordinance, which became effective April 1, 2008, contains provisions for the creation of an Environmental Mitigation Program (EMP).
- B. In January 2010, the SANDAG Board of Directors approved Board Policy No. 035 – Competitive Grant Program Procedures ("Board Policy No. 035"), which is included as Exhibit D. This grant award, Agreement and the Grantee's performance thereunder is subject to Board Policy No. 035, which includes multiple "use it or lose it" provisions.
- C. The SANDAG Board of Directors has allocated EMP monies to a Regional Habitat Conservation Fund, and awards these monies through a competitive grant process to provide funding for regional habitat management and monitoring activities.
- D. On [Month] [Day], [Year], SANDAG issued a request for proposals from entities wishing to apply for a portion of the *TransNet* EMP Regional Habitat Conservation funds for use on environmental land management grant projects meeting certain criteria.
- E. On [Month] [Day], [Year], the Board of Directors approved the award of \$1.5 million in *TransNet* EMP Regional Habitat Conservation funds for this FY 2015 program cycle.
- F. Grantee successfully applied for EMP Regional Habitat Conservation funds for the following project: [Project Name] ("Project").
- G. The purpose of this Agreement is to establish the terms and conditions for SANDAG to provide Grantee with funding to implement the Project ("*TransNet* Ordinance Assistance").
- H. Although SANDAG will be providing financial assistance to Grantee to support the Project, SANDAG will not take an active role in managing the Project or retain substantial control over any portion of the Project. Therefore, this Agreement is characterized as a funding agreement rather than a cooperative agreement.

NOW, THEREFORE, it is agreed as follows:

Section 1. Definitions

- A. **Application** means the signed and dated grant application, including any amendment thereto, with all explanatory, supporting, and supplementary documents filed with SANDAG by or on behalf of the Grantee and accepted or approved by SANDAG. All of Grantee's application materials, not in conflict with this Agreement, are hereby incorporated into this Agreement as though fully set forth herein.
- B. **Agreement** means this grant agreement, together with all attachments hereto, which are hereby incorporated into this Agreement and which contain additional terms and conditions that are binding upon the parties.
- C. **Approval, Authorization, Concurrence, Waiver** means a conscious written statement (transmitted in typewritten hard copy or electronically) of a SANDAG official authorized to permit the Grantee to take or omit an action required by this Agreement, which action may not be taken or omitted without such permission. Except to the extent that SANDAG determines otherwise in writing, such approval, authorization, concurrence, or waiver permitting the performance or omission of a specific action does not constitute permission to perform or omit other similar actions. An oral permission or interpretation has no legal force or effect. (See also Notice to Proceed, below at paragraph G in this Section 1.)
- D. **Approved Project Budget** means the most recent statement of the costs of the Project, the maximum amount of assistance from SANDAG for which the Grantee is currently eligible, the specific tasks (including specific contingencies) covered, and the estimated cost of each task that has been approved by SANDAG.
- E. **Grantee** means that, even if a single organization or division within a legal entity has executed this Agreement as the Grantee, the entire legal entity is the Grantee. If the Grantee is a consortium, partnership, or other multi-party entity, each participant in, member of, or party to that consortium, partnership, or multi-party entity is deemed "Grantee" for purposes of compliance with applicable requirements of the Agreement for the Project.

Note to SANDAG Contracts Staff: Please complete Section F. "Maximum Percentage of SANDAG Participation" only if grantee committed matching funds in its grant application. If grantee did not commit matching funds in its application, please delete Section F, and adjust the Section letters, below, accordingly. Thank you.

- F. **Maximum Percentage of SANDAG Participation.** Grantee submitted an application and was evaluated based on its representation that it would provide matching funds for the Project. Grantee agrees to provide ___ percent (__%), or \$_____ of the Approved Project Budget as matching funds from resources other than the EMP Regional Habitat Conservation funds. Therefore, the maximum percentage that SANDAG will pay Grantee for amounts invoiced under this Agreement is ___ percent, (__%), or \$_____, whichever is the lesser of these two amounts.

- G. **Notice to Proceed** means a written notice from SANDAG issued to the Grantee authorizing the Grantee to proceed with all or a portion of the work described in the Scope of Work. Grantee shall not proceed with the work, and shall not be eligible to receive payment for work performed, prior to SANDAG's issuance of a Notice to Proceed.
- H. **Subgrantee** means any contractor or consultant, at any tier, paid directly or indirectly with funds flowing from this Agreement for the Project.

Section 2. Project Implementation

- A. **General.** The Grantee agrees to carry out the Project as follows:
1. **Project Description.** Grantee agrees to perform the work as described in the Scope of Work attached as Exhibit A.
 2. **Effective Date.** The effective date of the Agreement or any amendment thereto is the date on which this Agreement is fully executed. The Grantee agrees to undertake Project work promptly after receiving a Notice to Proceed.
 3. **Grantee's Capacity.** The Grantee agrees to maintain or acquire sufficient legal, financial, technical, and managerial capacity to: (a) plan, manage, and complete the Project and provide for the use of any Project property; (b) carry out the safety and security aspects of the Project, and (c) comply with the terms of the Agreement and all applicable laws, regulations, and policies pertaining to the Project and the Grantee, including but not limited to the *TransNet* Ordinance.
 4. **Project Schedule.** The Grantee agrees to complete the Project in a timely manner. Nevertheless, SANDAG and the Grantee agree that milestone dates and other Project completion dates set forth in the Project Schedule attached hereto as Exhibit B are to be treated as good faith estimates rather than precise and firm legal requirements. Changes to Exhibit B or any other Exhibit to the Agreement, shall require written approval from SANDAG and compliance with Board Policy No. 035.
 5. **Use It or Lose It Policy.** Grantee agrees to comply with Board Policy No. 035 , attached hereto as Exhibit D. The Project is subject to any amendments to Board Policy No. 035 occurring after the execution of the Agreement, which are incorporated herein by reference.
 6. **Media and Community Outreach Coordination.** The Grantee agrees to notify SANDAG of any media and community outreach efforts, including presentations to community groups, other agencies, and elected officials. The Grantee agrees to assist SANDAG with media or community events related to the grant-funded project, such as ground breakings, and ribbon cuttings, and community workshops. Press materials shall be provided to SANDAG staff before they are distributed. SANDAG logo(s) should be included in press materials and other project collateral, but may never be included in such documents without advance approval from SANDAG.

As part of the quarterly reports submitted to SANDAG, the Grantee agrees to provide project milestone information to support media and communications efforts. This includes before and after photos, project milestone photos, and photos taken throughout different planning or construction phases and throughout the length of the project. The photos should be high resolution (at least 4 inches by 6 inches with a minimum of 300 pixels per inch) and contain captions with project descriptions, dates, locations, and the names of those featured, if appropriate. Before and after photos should be taken from similar angles to showcase how a particular area has been transformed over time, or photos of plans (for planning projects) should be provided from various angles. SANDAG reserves the right to use the information provided by the Grantee for any combination of the following: social media posts, online photo albums, videos, press releases, PowerPoint presentations, web updates, newsletters, and testimonials. The Grantee agrees to release the rights to these photos to SANDAG.

- B. **Application of Laws.** Should a federal or state law pre-empt a local law, regulation, or the *TransNet* Ordinance, the Grantee must comply with the federal or state law and implementing regulations. No provision of the Agreement requires the Grantee to observe or enforce compliance with any provision, perform any other act, or do any other thing in contravention of federal, state, territorial, or local law, regulation, or ordinance. If compliance with any provision of the Agreement violates or would require the Grantee to violate any law, the Grantee agrees to notify SANDAG immediately in writing. Should this occur, SANDAG and the Grantee agree that they will make appropriate arrangements to proceed with or, if necessary, terminate the Project or affected portions thereof expeditiously.
- C. **Notice Regarding Prevailing Wages.** SANDAG's EMP grants are funded with *TransNet* revenues consistent with the *TransNet* Extension Ordinance adopted by the voters in November 2004 (SANDAG Ordinance 04-01). Although SANDAG Ordinance 04-01 does not require payment of prevailing wages, California law may require that Grantee's public works projects pay prevailing wages for workers. Grantee acknowledges that SANDAG has strongly encouraged Grantee to seek legal counsel regarding whether the Project will be subject to prevailing wage laws consistent with Labor Code Section 1720, *et seq.* This Agreement requires Grantee's compliance with all federal, state, and local laws and ordinances as applicable.
- D. **Significant Participation by a Subgrantee.** Although the Grantee may delegate any or almost all Project responsibilities to one or more subgrantees, the Grantee agrees that it, rather than any subgrantee, is ultimately responsible for compliance with all applicable laws, regulations, and compliance with this Agreement.
- E. **Third Party Contracting**
 - 1. Grantee shall not award contracts over three thousand dollars (\$3,000) on the basis of a noncompetitive procurement for work to be performed under this Agreement without the prior written approval of SANDAG. Contracts awarded by Grantee, if intended as local match credit, must meet the requirements set forth in this Agreement regarding local match funds.

2. Any subagreement, lease, third party contract or other legally binding document entered into by Grantee as a result of this Agreement shall mandate that travel and per diem reimbursements and third party contract reimbursements to subgrantees, lessees or third party contractors will be allowable as Project costs only after those costs are incurred and paid for by the subgrantee, lessee or third party contractor and only to the extent they do exceed the rates found at: www.dot.ca.gov/hq/asc/travel/ch12.htm.

F. **Grantee's Responsibility to Extend Agreement Requirements to Other Entities**

1. **Entities Affected.** Grantee agrees to take appropriate measures necessary to ensure that all Project participants comply with all applicable Federal laws, regulations, and policies affecting Project implementation. In addition, if an entity other than the Grantee is expected to fulfill any responsibilities typically performed by the Grantee, the Grantee agrees to assure that the entity carries out the Grantee's responsibilities as set forth in this Agreement.
 2. **Documents Affected.** The applicable provisions of laws, regulations, and policies determine the extent to which those provisions affect an entity (such as a subgrantee) participating in the Project through the Grantee. Thus, the Grantee agrees to use a written document to ensure that each entity participating in the Project complies with applicable laws, regulations, and policies.
 - a. **Required Clauses.** The Grantee agrees to use a written document (such as a subagreement, lease, third party contract or other legally binding document) including all appropriate clauses stating the entity's responsibilities under applicable laws, regulations, or policies.
 - b. **Flowdown.** The Grantee agrees to include in each document (subagreement, lease, third party contract, or other) any necessary provisions requiring the Project participant (third party contractor, subgrantee, or other) to impose applicable laws, Agreement requirements and directives on its subgrantees, lessees, third party contractors, and other Project participants at the lowest tier necessary.
- G. **No SANDAG Obligations to Third Parties.** In connection with the Project, the Grantee agrees that SANDAG shall not be subject to any obligations or liabilities to any subgrantee, lessee, third party contractor, or other person or entity that is not a party to the Agreement for the Project. Notwithstanding that SANDAG may have concurred in or approved any solicitation, subagreement, lease, or third party contract at any tier, SANDAG has no obligations or liabilities to any entity, including any subgrantee, lessee, or third party contractor at any tier, other than the Grantee.
- H. **Changes in Project Performance** (i.e., Disputes, Breaches, Defaults, or Litigation). The Grantee agrees to notify SANDAG immediately, in writing, of any change in local law, conditions (including its legal, financial, or technical capacity), or any other event that may adversely affect the Grantee's ability to perform the Project in accordance with the terms of the Agreement, and as required by Board Policy No. 035. The Grantee also agrees to notify SANDAG immediately, in writing, of any current or prospective major dispute, breach, default,

or litigation that may adversely affect SANDAG's interests in the Project; and agrees to inform SANDAG, also in writing, before naming SANDAG as a party to litigation for any reason, in any forum. At a minimum, the Grantee agrees to send each notice to SANDAG required by this subsection to SANDAG's Office of General Counsel.

- I. **Standard of Care.** The Grantee expressly warrants that the work to be performed pursuant to this Agreement shall be performed in accordance with the applicable standard of care. Where approval by SANDAG, the Executive Director, or other representative of SANDAG is indicated in the Scope of Work, it is understood to be conceptual approval only and does not relieve the Grantee of responsibility for complying with all laws, codes, industry standards, and liability for damages caused by negligent acts, errors, omissions, noncompliance with industry standards, or the willful misconduct of the Grantee or its subgrantees.

Section 3. Ethics [For Federal agency grantees, this section may be subject to modification]

- A. **Grantee Code of Conduct/Standards of Conduct.** The Grantee agrees to maintain a written code of conduct or standards of conduct that shall govern the actions of its officers, employees, board members, or agents engaged in the award or administration of subagreements, leases, or third party contracts supported with *TransNet* Ordinance Assistance. The Grantee agrees that its code of conduct or standards of conduct shall specify that its officers, employees, board members, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from any present or potential subgrantee, lessee, or third party contractor at any tier or agent thereof. Such a conflict would arise when an employee, officer, board member, or agent, including any member of his or her immediate family, partner, or organization that employs, or intends to employ, any of the parties listed herein has a financial interest in an entity competing for award. The Grantee may set de minimis rules where the financial interest is not substantial, or the gift is an unsolicited item of nominal intrinsic value. The Grantee agrees that its code of conduct or standards of conduct shall also prohibit its officers, employees, board members, or agents from using their respective positions in a manner that presents a real or apparent personal or organizational conflict of interest or appearance of personal gain. As permitted by state or local law or regulations, the Grantee agrees that its code of conduct or standards of conduct shall include penalties, sanctions, or other disciplinary actions for violations by its officers, employees, board members, or their agents, or its third party contractors or subgrantees or their agents.
 1. **Personal Conflicts of Interest.** The Grantee agrees that its code of conduct or standards of conduct shall prohibit the Grantee's employees, officers, board members, or agents from participating in the selection, award, or administration of any third party contract or subagreement supported by *TransNet* Ordinance Assistance if a real or apparent conflict of interest would be involved. Such a conflict would arise when an employee, officer, board member, or agent, including any member of his or her immediate family, partner, or organization that employs, or intends to employ, any of the parties listed herein has a financial interest in a firm competing for award.
 2. **Organizational Conflicts of Interest.** The Grantee agrees that its code of conduct or standards of conduct shall include procedures for identifying and preventing real and

apparent organizational conflicts of interest. An organizational conflict of interest exists when the nature of the work to be performed under a proposed third party contract or subagreement may, without some restrictions on future activities, result in an unfair competitive advantage to the third party contractor or subgrantee or impair its objectivity in performing the contract work.

- B. **SANDAG Code of Conduct.** SANDAG has established policies concerning potential conflicts of interest. These policies apply to Grantee. For all awards by SANDAG, any practices which might result in unlawful activity are prohibited including, but not limited to, rebates, kickbacks, or other unlawful considerations. SANDAG staff is specifically prohibited from participating in the selection process when those staff have a close personal relationship, family relationship, or past (within the last 12 months), present, or potential business or employment relationship with a person or business entity seeking a contract. It is unlawful for any contract to be made by SANDAG if any individual board member or staff has a prohibited financial interest in the contract. Staff is also prohibited from soliciting or accepting gratuities from any organization seeking funding from SANDAG. SANDAG's officers, employees, agents, and board members shall not solicit or accept gifts, gratuities, favors, or anything of monetary value from consultants, potential consultants, or parties to subagreements. By signing this Agreement, Grantee affirms that it has no knowledge of an ethical violation by SANDAG staff or Grantee. If Grantee has any reason to believe a conflict of interest exists with regard to the Agreement or the Project, it should notify the SANDAG Office of General Counsel immediately.
- C. **Bonus or Commission.** The Grantee affirms that it has not paid, and agrees not to pay, any bonus or commission to obtain approval of its *TransNet* Ordinance Assistance application for the Project.
- D. **False or Fraudulent Statements or Claims.** The Grantee acknowledges and agrees that by executing the Agreement for the Project, the Grantee certifies or affirms the truthfulness and accuracy of each statement it has made, it makes, or it may make in connection with the Project.

Section 4. Amount of Funding Assistance

The Grantee agrees that SANDAG will provide *TransNet* Ordinance Assistance for the Project equal to the smallest of the following amounts: (a) the "Maximum SANDAG Amount Approved" of \$_____, or (b) the amount calculated in accordance with the "Maximum Percentage(s) of SANDAG Participation," which is ___ percent (___%). SANDAG's responsibility to make payments under this Agreement is limited to the amounts listed in the Approved Project Budget for the Project. Grantee's estimate in its application for funding from SANDAG for the Project is the amount that forms the basis upon which SANDAG determines the "Maximum SANDAG Amount Awarded" and "Maximum Percentage(s) of SANDAG Participation."

Note to SANDAG Contracts Staff: If grantee did not commit matching funds in the grant application, please delete Section 5. "Matching Funds"

from the agreement, and renumber following sections accordingly.
Thank you.

Section 5. Matching Funds

Grantee has proposed to provide matching funds for the Project and therefore agrees as follows:

- A. **Duty to Obtain Matching Funds.** The Grantee agrees to provide sufficient funds or approved in-kind resources, together with the *TransNet* Ordinance Assistance awarded, that will assure payment of the actual cost of each Project activity covered by the Agreement for the Project. The amount of matching funds and percentage(s) of matching funds Grantee shall provide are set forth in the Approved Project Budget. The Grantee agrees to complete all proceedings necessary to provide its share of the Project costs at or before the time the matching funds are needed for Project costs.
- B. **Prompt Payment of Matching Funds.** The Grantee agrees to provide the proportionate amount of the matching funds promptly as it incurs Project costs or Project costs become due.
- C. **Reduction of Matching Funds.** The Grantee agrees that no refund or reduction of the amount of matching funds may be made unless, at the same time, a reduction of the proportional amount of the *TransNet* Ordinance Assistance provided is made to SANDAG in order to maintain the Maximum Percentage(s) of SANDAG Participation.

Section 6. Approved Project Budget

The Grantee and SANDAG have agreed to a Project budget that is designated the "Approved Project Budget." The Grantee will incur obligations and make disbursements of Project funds only as authorized by the Approved Project Budget. An amendment to the Approved Project Budget requires the issuance of a formal amendment to the Agreement, unless the reallocation of funds among budget items or fiscal years does not increase the total amount of the *TransNet* Ordinance Assistance awarded for the Project, does not negatively impact the benefits obtained from the Project and is consistent with applicable laws, regulations, and policies. However, a formal amendment to the Agreement is required for all amendments to the Approved Project Budget once cumulative transfers of funds among budget items or fiscal years exceed ten percent (10%) of the total budget. Prior SANDAG approval is still required for transfers of funds between non-construction and construction categories or when, in non-construction grants, cumulative transfers of funds between budget items or fiscal years amount to less than ten (10) percent of the total budget.

Section 7. Payments

- A. **Grantee's Request for Payment When Matching Funds Are Required.** The Grantee will demonstrate or certify that it will provide adequate matching funds such that, when combined with payments from SANDAG, will cover all costs to be incurred for the Project. Except to the extent that SANDAG determines, in writing, that the Grantee may defer its

provision of matching funds for the Project, a Grantee is required under the terms of this Agreement to provide matching funds for the Project and agrees that it will not:

1. Request or obtain matching funds exceeding the amount justified by the matching share previously provided, or
 2. Take any action that would cause the proportion of *TransNet* Ordinance Assistance made available to the Project at any time to exceed the percentage authorized by the Agreement for the Project.
- B. **Payment by SANDAG.** Upon receiving a request for payment and adequate supporting information, SANDAG will make payment for eligible amounts to Grantee within thirty (30) days if Grantee has complied with the requirements of the Agreement, has satisfied SANDAG that the *TransNet* Ordinance Assistance requested is needed for Project purposes in that requisition period, and is making adequate progress toward Project completion consistent with Board Policy No. 035. After the Grantee has demonstrated satisfactory compliance with the preceding requirements, SANDAG may reimburse the Grantee's apparent allowable costs incurred (or to be incurred in the requisition period), as set forth in the Approved Project Budget for the Project. Grantee shall use the Sample Invoice Template, attached hereto as Exhibit E, when submitting invoices to SANDAG. [For federal agency grantees, the following sentence will be removed] SANDAG shall retain ten percent (10%) from the amounts invoiced until satisfactory completion of work. SANDAG shall promptly release retention amounts to Grantee following Grantee's satisfactory completion of work, receipt of Grantee's final invoice and all required documentation.
- C. **Costs Reimbursed.** The Grantee agrees that Project costs eligible for *TransNet* Ordinance Assistance must comply with all the following requirements, unless SANDAG determines otherwise in writing. To be eligible for reimbursement, Project costs must be:
1. Consistent with the Project Description, the Approved Project Budget, and other provisions of the Agreement,
 2. Necessary in order to accomplish the Project,
 3. Reasonable for the goods or services purchased,
 4. Actual net costs to the Grantee (i.e., the price paid minus any refunds, rebates, or other items of value received by the Grantee that have the effect of reducing the cost actually incurred, excluding program income),
 5. Incurred for work performed after the Effective Date of the Agreement, and following Grantee's receipt of a Notice to Proceed from SANDAG,
 6. Satisfactorily documented,
 7. Treated consistently in accordance with accounting principles and procedures approved by SANDAG for the Grantee, and with accounting principles and procedures approved by the Grantee for its third party contractors and subgrantees, and

8. Eligible for *TransNet* Ordinance Assistance as part of the EMP.
9. Indirect Costs are only allowable with prior SANDAG approval. Grantee must submit the following documentation as part of the grant proposal : (1) an indirect cost allocation audit approved by a qualified independent auditor or (2) the proposed method for allocating indirect costs is in accordance with OMB guidelines. Indirect cost allocation plans must be reviewed and renewed annually.

D. Excluded Costs

1. In determining the amount of *TransNet* Ordinance Assistance SANDAG will provide for the Project, SANDAG will exclude:
 - a. Any Project cost incurred by the Grantee before the Effective Date of the Agreement or applicable Amendment thereto;
 - b. Any cost that is not included in the latest Approved Project Budget;
 - c. Any cost for Project property or services received in connection with a subagreement, lease, third party contract, or other arrangement that is required to be, but has not been, concurred in or approved in writing by SANDAG;
 - d. Any cost ineligible for SANDAG participation as provided by applicable laws, regulations, or policies.
2. The Grantee understands and agrees that payment to the Grantee for any Project cost does not constitute SANDAG's final decision about whether that cost is allowable and eligible for payment under the Project and does not constitute a waiver of any violation by the Grantee of the terms of the Agreement for the Project. The Grantee acknowledges that SANDAG will not make a final determination about the allowability and eligibility of any cost until the final payment has been made on the Project or the results of an audit of the Project requested by SANDAG or its Independent Taxpayers' Oversight Committee (ITOC) has been completed, whichever occurs latest. If SANDAG determines that the Grantee is not entitled to receive any portion of the *TransNet* Ordinance Assistance requested or paid, SANDAG will notify the Grantee in writing, stating its reasons. The Grantee agrees that Project closeout will not alter the Grantee's responsibility to return any funds due to SANDAG as a result of later refunds, corrections, or other similar transactions; nor will Project closeout alter SANDAG's right to disallow costs and recover funds provided for the Project on the basis of a later audit or other review.

E. Federal Claims, Excess Payments, Disallowed Costs, including Interest

1. **Grantee's Responsibility to Pay.** Upon notification to the Grantee that specific amounts are owed to SANDAG, whether for excess payments of *TransNet* Ordinance Assistance, disallowed costs, or funds recovered from third parties or elsewhere, the Grantee agrees to promptly remit to SANDAG the amounts owed, including applicable interest, penalties, and administrative charges.

Section 8. Accounting Records

In compliance with applicable laws, regulations, and policies, the Grantee agrees as follows:

- A. **Project Accounts.** The Grantee agrees to establish and maintain for the Project either a separate set of accounts or separate accounts within the framework of an established accounting system that can be identified with the Project. The Grantee also agrees to maintain all checks, payrolls, invoices, contracts, vouchers, orders, or other accounting documents related in whole or in part to the Project so that they may be clearly identified, readily accessible, and available to SANDAG upon request and, to the extent feasible, kept separate from documents not related to the Project.
- B. **Documentation of Project Costs and Program Income.** Except to the extent that SANDAG determines otherwise, in writing, the Grantee agrees to support all costs charged to the Project, including any approved services or property contributed by the Grantee or others, with properly executed payrolls, time records, invoices, contracts, or vouchers describing in detail the nature and propriety of the charges, including adequate records to support the costs the Grantee has incurred underlying any payment SANDAG has agreed to participate in based upon a “payable” milestone.

Section 9. Reporting, Record Retention, and Access

- A. **Types of Reports.** The Grantee agrees to submit to SANDAG all reports required by law and regulation, policy, this Agreement, and any other reports SANDAG may specify.
- B. **Report Formats.** The Grantee agrees that all reports and other documents or information intended for public availability developed in the course of the Project and required to be submitted to SANDAG must be prepared and submitted in electronic and/or typewritten hard copy formats, as SANDAG may specify. SANDAG reserves the right to specify that records be submitted in particular formats.
- C. **Record Retention.** During the course of the Project and for three years thereafter from the date of transmission of the final expenditure report, the Grantee agrees to maintain, intact and readily accessible, all data, documents, reports, records, contracts, and supporting materials relating to the Project as SANDAG may require.
- D. **Access to Records of Grantees and Subgrantees.** The Grantee agrees to permit, and require its subgrantees to permit, SANDAG or its authorized representatives, upon request, to inspect all Project work, materials, payrolls, and other data, and to audit the books, records, and accounts of the Grantee and its subgrantees pertaining to the Project.
- E. **Project Closeout.** The Grantee agrees that Project closeout does not alter the reporting and record retention requirements of this Agreement.
- F. **Quarterly Reports.** It shall be the responsibility of Grantee to advise SANDAG on a quarterly basis of the progress of its work, expenditures incurred, and information regarding whether the Project is projected to comply with the fee payment schedule and Project budget limits.

The quarterly progress report shall be submitted in writing to SANDAG within three weeks after the periods covering January 1 to March 31; April 1 to June 30; July 1 to September 30; and October 1 to December 31. Grantee shall document the progress and results of work performed under this Agreement to the satisfaction of SANDAG and, if applicable, to the satisfaction of any government agency as directed by SANDAG. This may include progress and final reports, plans, specifications, estimates, or other evidence of attainment of the Agreement objectives, which are requested by SANDAG or ITOC. Grantee may be required to attend meetings of SANDAG staff and committees, including but not limited to ITOC, the Regional Planning Committee, and the SANDAG Board of Directors, to report on its progress and respond to questions.

Section 10. Project Completion, Audit, Settlement, and Closeout

- A. **Project Completion.** Within ninety (90) calendar days following Project completion or termination by SANDAG, the Grantee agrees to submit a final certification of Project expenses and audit reports, as applicable.
- B. **Audit of Grantee.** The Grantee agrees to have financial and compliance audits performed as SANDAG may require. If performed, these financial and compliance audits must comply with the provisions of OMB Circular A-133, dated March 2014, and any further revision or supplement thereto. The Grantee also agrees to obtain any other audits required by SANDAG. The Grantee agrees that these audits will be conducted in accordance with U.S. Government Accountability Office (U.S. GAO) "Generally Accepted Government Auditing Standards." The Grantee agrees that Project closeout will not alter the Grantee's audit responsibilities. Audit costs are allowable Project costs.
- C. **Performance Audit.** The Grantee agrees to cooperate with SANDAG or ITOC with regard to any performance audit that is performed on the Project pursuant to the *TransNet* Ordinance.
- D. **Project Closeout.** Project closeout occurs when SANDAG notifies the Grantee that SANDAG has closed the Project, and either forwards the final *TransNet* Ordinance Assistance payment or acknowledges that the Grantee has remitted the proper refund. The Grantee agrees that Project closeout by SANDAG does not invalidate any continuing requirements imposed by the Agreement or any unmet requirements set forth in a written notification from SANDAG.

Section 11. Timely Progress and Right of SANDAG to Terminate

- A. Grantee shall make diligent and timely progress toward completion of the Project within the timelines set forth in the Project Schedule (Exhibit C) and consistent with Board Policy No. 035. If timely progress is not achieved, SANDAG may review the status of the Project to determine if the funds should be reallocated to another eligible project. Grantee understands and agrees that any failure to make reasonable progress on the Project or violation of the Agreement that endangers substantial performance of the Project shall provide sufficient grounds for SANDAG to terminate the Agreement for the Project.

- B. Upon written notice, the Grantee agrees that SANDAG may suspend or terminate all or any part of the *TransNet* Ordinance Assistance to be provided for the Project if the Grantee has violated the terms of this Agreement, or if SANDAG determines that the purpose of the laws or policies authorizing the Project would not be adequately served by the continuation of *TransNet* Ordinance Assistance for the Project.
- C. In general, termination of *TransNet* Ordinance Assistance for the Project will not invalidate obligations properly incurred by the Grantee before the termination date to the extent those obligations cannot be canceled. If, however, SANDAG determines that the Grantee has misused *TransNet* Ordinance Assistance by failing to make adequate progress, failing to make reasonable and appropriate use of Project property, or failing to comply with the terms of this Agreement, SANDAG reserves the right to require the Grantee to refund the entire amount of *TransNet* Ordinance Assistance provided for the Project or any lesser amount as SANDAG may determine.
- D. Expiration of any Project time period established in the Project Schedule will not, by itself, automatically constitute an expiration or termination of this Agreement for the Project, however, Grantee must request and SANDAG may agree to amend the contract if the Project Schedule will not be met. An amendment to the Project Schedule may be made at SANDAG's discretion, consistent with Board Policy No. 035, if Grantee provides documentation that the Project is delayed due to factors external to the control of Grantee.

Section 12. Civil Rights

The Grantee agrees to comply with all applicable civil rights laws, regulations and policies and shall include the provisions of this Section 12 in each subagreement, lease, third party contract or other legally binding document to perform work funded by this Agreement. Applicable civil rights laws, regulations and policies include, but are not limited to, the following:

- A. **Nondiscrimination.** SANDAG implements its programs without regard to income level, disability, race, color, and national origin in compliance with the Americans with Disabilities Act and Title VI of the Civil Rights Act. Grantee shall prohibit discrimination on these grounds, notify the public of their rights under these laws, and utilize a process for addressing complaints of discrimination. Furthermore, Grantee shall make the procedures for filing a complaint available to members of the public and will keep a log of all such complaints. Grantee must notify SANDAG immediately if a complaint is lodged that relates to the Project or program funded by this grant.
- B. **Equal Employment Opportunity.** During the performance of this Agreement, Grantee and all of its subcontractors, if any, shall not unlawfully discriminate, harass, or allow harassment, against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, disability (including HIV and AIDS), mental disability, medical condition (cancer), age (over 40), marital status, denial of family and medical care leave, denial of pregnancy disability leave, veteran status, or sexual orientation. Grantee and its subcontractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Grantee and its

subcontractors shall comply with the provisions of the Fair Employment and Housing Act (California Government Code Section 12900, *et seq.*) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285.0, *et seq.*). The applicable regulations of the Fair Employment and Housing Commission implementing California Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Agreement by this reference and are made a part hereof as if set forth in full. Grantee and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.

Section 13. Ownership of Work Product

SANDAG shall own any deliverables created in whole or in part for SANDAG's benefit pursuant to the Scope of Work for the Project. The term "deliverables" includes, but is not limited to, all original drawings, reports, photos, and other documents, including detailed calculations and other work product developed for the Project or services performed on the Project.

Section 14. Disputes and Venue

- A. **Choice of Law.** This Agreement shall be interpreted in accordance with the laws of the State of California.
- B. **Dispute Resolution Process.** In the event Grantee has a dispute with SANDAG during the performance of this Agreement, Grantee shall continue to perform unless SANDAG informs Grantee in writing to cease performance. The dispute resolution process for disputes arising under this Agreement shall be as follows:

Grantee shall submit a statement of the grounds for the dispute, including all pertinent dates, names of persons involved, and supporting documentation, to SANDAG's Project Manager. The Project Manager and other appropriate SANDAG staff will review the documentation in a timely manner and reply to Grantee within 20 calendar days. Upon receipt of an adverse decision by SANDAG, Grantee may submit a request for reconsideration to SANDAG's Executive Director. The request for reconsideration must be received within 10 calendar days from the postmark date of SANDAG's reply. The Executive Director will respond to the request for reconsideration within 10 working days. The written decision of the Executive Director shall be final.

- C. **Venue.** If any action is brought to interpret or enforce any term of this Agreement, the action shall be brought in a state or federal court situated in the County of San Diego, State of California. In the event of any such litigation between the parties, the prevailing party shall be entitled to recover all reasonable costs incurred, including reasonable attorney's fees, litigation and collection expenses, witness fees, and court costs as determined by the court.

Section 15. Assignment

Grantee shall not assign, sublet, or transfer (whether by assignment or novation) this Agreement or any rights under or interest in this Agreement

Section 16. Insurance

Grantee shall procure and maintain during the period of performance of this Agreement, and for twelve (12) months following completion, policies of insurance from insurance companies authorized to do business in the State of California or the equivalent types and amounts of self-insurance, as follows:

- A. **General Liability.** Combined single limit of \$1,000,000 per occurrence and \$2,000,000 general aggregate for personal and bodily injury, including death, and broad form property damage. The policy must include an acceptable "Waiver of Transfer Rights of Recovery Against Others Endorsement." The policy must name SANDAG as an additional insured in the endorsement. A deductible or retention may be utilized, subject to approval by SANDAG.
- B. **Automobile Liability.** For personal and bodily injury, including death, and property damage in an amount not less than \$1,000,000.
- C. **Workers' Compensation and Employer's Liability.** Policy must comply with the laws of the State of California. The policy must include an acceptable "Waiver of Right to Recover From Others Endorsement" naming SANDAG as an additional insured.
- D. **Other Requirements.** Grantee shall furnish satisfactory proof by one or more certificates (original copies) that it has the foregoing insurance. The insurance shall be provided by an acceptable insurance provider, as determined by SANDAG, which satisfies the following minimum requirements:
 1. An insurance carrier qualified to do business in California and maintaining an agent for service of process within the state. Such insurance carrier shall maintain a current A.M. Best rating classification of "A-" or better, and a financial size of "\$10 million to \$24 million (Class V) or better," or
 2. An insurance carrier qualified to do business in California and a policy provision for an agent for service of process in California.

Certificates of insurance shall be filed with SANDAG. These policies shall be primary insurance as to SANDAG so that any other coverage held by SANDAG shall not contribute to any loss under Grantee's insurance. Insurance policies shall not be canceled without first giving thirty (30) days advance written notice to SANDAG. For purposes of this notice requirement, any material change in the policy prior to its expiration shall be considered a cancellation.

[For federal agencies, the following language will be used in place of the language above:

The [name of federal agency] is self-insured. Its employees are compensated for injuries on the job by the Federal Employees' Compensation Act, codified as 5 U.S.C. 8101 et seq.

Section 17. Indemnification and Hold Harmless

- A. **Generally.** With regard to the Grantee's performance in connection with or incidental to the Project, the Grantee agrees to defend, indemnify, protect, and hold SANDAG and its Board of Directors, agents, officers and employees harmless from and against any and all claims, including, but not limited to, prevailing wages claims against the Project, asserted or established liability for damages or injuries to any person or property, including injury to the Grantee's or its subgrantees' employees, agents, or officers, which arise from or are connected with or are caused or claimed to be caused by the negligent, reckless, or willful acts or omissions of the Grantee and its subgrantees and their agents, officers, or employees, in performing the work or services herein, and all expenses of investigating and defending against same, including attorney fees and costs; provided, however, that the Grantee's duty to indemnify and hold harmless shall not include any claims or liability arising from the established sole negligence or willful misconduct of SANDAG, its Board of Directors, agents, officers, or employees.
- B. **Intellectual Property.** Upon request by SANDAG, the Grantee agrees to indemnify, save, and hold harmless SANDAG and its Board of Directors, officers, agents, and employees acting within the scope of their official duties against any liability, including costs and expenses, resulting from any willful or intentional violation by the Grantee of proprietary rights, copyrights, or right of privacy, arising out of the publication, translation, reproduction, delivery, use, or disposition of any data furnished under the Project. The Grantee shall not be required to indemnify SANDAG for any such liability caused solely by the wrongful acts of SANDAG employees or agents.

Section 18. Independent Contractor

- A. **Status of Grantee.** Grantee shall perform the services provided for within this Agreement as an independent contractor, and not as an employee of SANDAG. Grantee shall be under the control of SANDAG as to the result to be accomplished and not the means, and shall consult with SANDAG as provided for in the Scope of Work. The payments made to Grantee pursuant to this Agreement shall be the full and complete compensation to which Grantee is entitled. SANDAG shall not make any federal or state tax withholdings on behalf of Grantee. SANDAG shall not be required to pay any workers' compensation insurance on behalf of Grantee. Grantee agrees to indemnify SANDAG for any tax, retirement contribution, social security, overtime payment, or workers' compensation payment which SANDAG may be required to make on behalf of Grantee or any employee of Grantee for work done under this Agreement.
- B. **Actions on behalf of SANDAG.** Except as SANDAG may specify in writing, Grantee shall have no authority, express or implied, to act on behalf of SANDAG in any capacity whatsoever, as an agent or otherwise. Grantee shall have no authority, express or implied, to bind SANDAG or its members, agents, or employees, to any obligation whatsoever, unless expressly provided for in this Agreement.

Section 19. Integration

This Agreement represents the entire understanding of SANDAG and Grantee as to those matters contained in it. No prior oral or written understanding shall be of any force or effect with respect to those matters covered hereunder. This Agreement may not be modified or altered except in writing, signed by SANDAG and the Grantee.

Section 20. Severability

If any provision of this Agreement is determined invalid, the remainder of that Agreement shall not be affected if that remainder would continue to conform to the requirements of applicable laws or regulations.

Section 21. Notice

Any notice or instrument required to be given or delivered by this Agreement may be given or delivered by depositing the same in any United States Post Office, registered or certified, postage prepaid, addressed to:

San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101
Attn: Katie Levy

Grantee:
[Grantee's Address]
Attn: [Grantee Project Manager]

and shall be effective upon receipt thereof.

Section 22. Signatures

The individuals executing this Agreement represent and warrant that they have the legal capacity and authority to do so on behalf of their respective legal entities.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date written above.

SAN DIEGO ASSOCIATION
OF GOVERNMENTS

[GRANTEE]

GARY L. GALLEGOS
Executive Director

[Full name]
[Title]

APPROVED AS TO FORM:

Office of General Counsel

DRAFT

**EXHIBIT A
SCOPE OF WORK**

Task #	Task Name	Task Description	Quantifiable Results/Deliverables
1	Name of Task	Describe Task	List the quantifiable results and deliverables
2			
3			
4			
5			
....			
....	Administration		

DRAFT

**EXHIBIT B
PROJECT BUDGET**

Grantee agrees to submit invoices to SANDAG on a quarterly basis within three weeks after the period covering January 1 to March 31; within three weeks after the period covering April 1 to June 30; within three weeks after the period covering July 1 to September 30; and within three weeks after the period covering October 1 to December 31; covering the costs of the work done by Task during that time period. Invoices should include backup material on the matching funds and the requested *TransNet* funds.

Task #	Task Name	Year 1 Grant Amount	Year 1 Matching Funds ¹	Year 2 Grant Amount	Year 2 Matching Funds ¹	Year 3 Grant Amount	Year 3 Matching Funds ¹	Total Grant Amount	Total Matching Funds	Total Project Cost
1		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
....										
....	Administrative	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Indirect Cost (_%)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	PERCENTAGE	%	%	%	%	%	%	%	%	%

1 Throughout the Project, Matching Funds must be proportionate to Total Project Costs (Grant Request and Matching Funds combined). For example, if a proposed project Year 1 Grant Request is \$80,000 and proposed Year 1 Matching Funds are \$20,000, the Total Year 1 Project Costs are \$100,000. Therefore, the required proportionate matching funds to provide per invoice during Year 1 of the project are 20% (e.g. invoice submitted for \$8,000 grant amount reimbursement and \$2,000 matching funds submitted). However, if the Year 2 Grant Request is \$70,000 and proposed Year 2 Matching Funds are \$30,000, while the Total Year 2 Project Costs also are \$100,000, the required proportionate matching funds increases per invoice during Year 2 of the project to 30% (e.g. invoice submitted for \$7,000 grant amount reimbursement and \$3,000 matching funds submitted). Retention will be withheld beyond the ten percent (10%) retention for each invoice submittal that does not meet the proportionate matching funds requirement. These additional matching funds retained will not be released until the proportionate matching funds are reached for the project to-date.

**EXHIBIT C
PROJECT SCHEDULE**

Task #	Task Name	Start Date	Months Needed to Complete Task	Task End Date
1		"n" Months from NTP	"n" Months from NTP	MM/DD/YYYY
2		"n" Months from NTP	"n" Months from NTP	MM/DD/YYYY
3		"n" Months from NTP	"n" Months from NTP	MM/DD/YYYY
4		"n" Months from NTP	"n" Months from NTP	MM/DD/YYYY
5		"n" Months from NTP	"n" Months from NTP	MM/DD/YYYY
...		"n" Months from NTP	"n" Months from NTP	MM/DD/YYYY
...	Administration	"n" Months from NTP	"n" Months from NTP	MM/DD/YYYY

Assumes Notice to Proceed (NTP) is fall 2015.

**EXHIBIT D
BOARD POLICY NO. 035**

See Next Page

DRAFT

EXHIBIT E SAMPLE INVOICE

TRANSNET ENVIRONMENTAL MITIGATION PROGRAM LAND MANAGEMENT GRANT PROGRAM ITEMIZED INVOICE

To: Katie Levy
SANDAG
401 "B" Street, Suite 800
San Diego, CA 92101-4231

Grant Contract Number:

Project Name:

Grant Invoice Number:

From:

Billing Period: FROM TO

Invoice Date:

	PROJECT TASK	EXPECTED MATCHING FUNDS	PREVIOUS EXPENDED MATCHING FUNDS	CURRENT EXPENDED MATCHING FUNDS THIS PERIOD	EXPENDED MATCHING FUNDS TO DATE	REMAINING MATCHING FUNDS	BEGINNING GRANT BALANCE	PREVIOUS GRANT EXPENDITURES	CURRENT GRANT EXPENDITURES THIS PERIOD	GRANT EXPENDITURE \$ TO DATE	REMAINING GRANT BALANCE
1		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
...		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Indirect Cost % (IF any)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Total Current Expenditures:	\$ -
10% Retention Withheld	\$ -
Total Amount Due this Invoice:	\$ -

CERTIFICATION OF GRANTEE

I hereby certify that the above costs were incurred in performance of the work required under the arrangement of the grant and are consistent with the amounts evidenced by supporting documents and expenditures.

Signature
Printed Name and Title
Date

Summary of Deliverables Provided with Invoice

**EXHIBIT F
SAMPLE RESOLUTION**

RESOLUTION NO. Insert Text

AUTHORIZING AN APPLICATION FOR
ENVIRONMENTAL MITIGATION LAND MANAGEMENT GRANT PROGRAM FUNDS TO
THE SAN DIEGO ASSOCIATION OF GOVERNMENTS
FOR PROJECT NAME, COMMITTING TO PROVIDE MATCHING FUNDS, and AUTHORIZING STAFF TO ACCEPT GRANT
FUNDS AND EXECUTE GRANT AGREEMENT

WHEREAS, in November 2004, the voters of San Diego County approved SANDAG Ordinance 04-01, which extended the *TransNet* ½ cent sales and use tax through 2048 (*TransNet* Ordinance); and

WHEREAS, the *TransNet* Extension Ordinance contains provisions for the creation of an Environmental Mitigation Program (EMP), which began being funded by the *TransNet* Ordinance on April 1, 2008; and

WHEREAS, in Month Day, Year, SANDAG issued its seventh cycle Call for Projects from entities wishing to apply for a portion of the EMP Regional Habitat Conservation grant funds for use on environmental land management projects meeting certain criteria; and

WHEREAS, Name of Organization wishes to receive \$Insert Amount in EMP Regional Habitat Conservation grant funds for the following project: Project Name; and

WHEREAS, Name of Organization understands that the EMP Regional Habitat Conservation grant funding is fixed at the programmed amount, and therefore project cost increases that exceed the grant awarded will be the sole responsibility of the grantee.

NOW, THEREFORE, BE IT RESOLVED by Governing Board Name that Name of Organization is authorized to submit an application to SANDAG for Name of the Grant Program funding in the amount of \$Insert Amount for Project Name; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund Project Name, Governing Board commits to providing \$Insert Amount Even if Zero of matching funds and/or in-kind contributions as set forth in its grant application; authorizes Name of Organization staff to accept the grant funds; and authorizes execution of the Grant Agreement included in the seventh cycle Call for Projects with SANDAG without exceptions.

PASSED AND ADOPTED by Name of Organization's Governing Board this Insert Date of Insert Month and Year.

Ayes: _____
Nays: _____
Absent/Abstention: _____

Signature of Governing Board's Chair/Director

ATTEST:

Clerk or Secretary of the Governing Board of Name of Organization

NOTE TO GRANT APPLICANT: THIS SAMPLE RESOLUTION SATISFIES THE REQUIREMENTS OF SANDAG BOARD POLICY No. 035, SECTIONS 4.1.1 AND 4.1.2.

FAILURE TO SUBMIT A RESOLUTION THAT INCLUDES ALL OF THE PROVISIONS ABOVE, INCLUDING THOSE FROM SECTION 4.1.1 AND 4.1.2 OF SANDAG'S BOARD POLICY No. 035, WILL RESULT IN REJECTION OF THE APPLICATION AND THE APPLICATION WILL BE DROPPED FROM CONSIDERATION WITH FUNDING GOING TO THE NEXT PROJECT AS SCORED BY THE EVALUATION COMMITTEE. BOARD LETTERS, MINUTE ORDERS, MEETING MINUTES OR ANY OTHER DOCUMENT THAT IS NOT A RESOLUTION, WILL NOT SATISFY SECTION 4.1.1 AND 4.1.2 OF BOARD POLICY No. 035.

PLEASE DELETE THESE THREE HIGHLIGHTED PARAGRAPHS BEFORE PRESENTING THIS RESOLUTION TO YOUR GOVERNING BODY. THANK YOU.

DRAFT



PUBLIC SAFETY AT SANDAG - POLICY REVIEW

File Number 2340000

Introduction

At the July 11, 2014, Board Policy meeting, an overview of the Criminal Justice Research Division (CJRD), Automated Regional Justice Information System (ARJIS), and Public Safety Committee (PSC) was provided, along with the results of a review of the Public Safety Program. The Board of Directors directed staff to prepare options for the Executive Committee's consideration addressing the four recommendations from the program review. Staff presented options to the Executive Committee at their September 12, 2014, meeting and the results are presented in this report.

Recommendation

The Executive Committee recommends that the Board of Directors approve the proposed Board Policy amendments.

Discussion

Board Policy No. 002

Attachment 1 shows proposed amendments to *Board Policy No. 002: Policy Advisory Committee Membership*, reflecting the Executive Committee's recommendation to reduce the current nine voting Associate member positions on the PSC to six so that Board members/alternates and Associate members (public safety executives) would have equal voices in matters brought to the PSC, and to bring the PSC into closer alignment with other SANDAG Policy Advisory Committees.

Table 1 below shows the options that were presented to the Executive Committee for consideration, with Option 3 being their recommendation.

Six of the current nine Associate members would retain their voting positions, and three would become Advisory members. Based on the purpose and authority of the PSC and the work of ARJIS and the CJRD, the Executive Committee recommends that the six Associate members include two representatives from the Chiefs'/Sheriff's Management Committee (CSMC), the San Diego Police Department (SDPD), the San Diego County Sheriff's Department, the San Diego County District Attorney, and Regional Fire and Emergency Medical Services (Fire/EMS). This would ensure that both law enforcement and Fire/EMS representatives are included among the Associate membership, and that among the law enforcement Associates, there is representation from the two largest organizations – San Diego Police and County Sheriff – as well as from the remaining law enforcement agencies represented on the CSMC. The three remaining current Associate members (Homeland Security, Regional Transit, and State Public Safety) would move from Associate (voting) to Advisory (non-voting) status.

Table 1 PROPOSED ALTERNATIVES TO PSC ASSOCIATE VOTING MEMBERSHIP				
Current Associate Members	Option 1 Keep 9 Associate Members	Option 2A Reduce to 5 Associate Members – Original ARJIS JPA	Option 2B Reduce to 5 Associate Members – Local Focus	Option 3 Reduce to 6 Associate Members – Executive Committee Recommendation
CSMC Seat 1	Associate	Associate	Associate	Associate
CSMC Seat 2	Associate	Associate	Advisory	Associate
SDPD	Associate	Advisory	Associate	Associate
Sheriff	Associate	Associate	Associate	Associate
District Attorney	Associate	Advisory	Associate	Associate
Fire/EMS	Associate	Advisory	Associate	Associate
Homeland Security	Associate	Associate	Advisory	Advisory
Transit	Associate	Advisory	Advisory	Advisory
State Public Safety	Associate	Associate	Advisory	Advisory

Board Policy No. 026

Board Policy No. 026: Public Safety Policy Advisory Committee, sets forth the purpose, governance, and authority for the PSC. At its July 11, 2014, meeting, the SANDAG Board directed staff to develop alternatives to current Board Policy, including recommendations to: (1) amend Board Policy No. 026 to give the Board and PSC a bigger role in the establishment of policy and procedures; (2) develop a framework for evaluating potential public policy impacts resulting from ARJIS and CJRD activities, which includes vetting the impacts with the PSC and Board, where appropriate; and, (3) implement a process to ensure that grant proposals are vetted through the PSC and the Board, where appropriate, prior to submittal.

Attachment 2 shows proposed amendments to Board Policy No. 026, which would accomplish the Board’s direction. The proposed changes were reviewed by the Executive Committee at its meeting on September 12, 2014. The Executive Committee recommends approval of amendments that include clarification of the roles of the PSC and the CSMC, a process for review of public safety policy matters within SANDAG purview, and a grant application approval process.

GARY L. GALLEGOS
Executive Director

Attachments: 1. Draft Amendments to Board Policy No. 002: Policy Advisory Committee Membership
2. Draft Amendments to Board Policy No. 026: Public Safety Policy Advisory Committee

Key Staff Contact: Kurt Kroninger, (619) 699-6996, kurt.kroninger@sandag.org



BOARD POLICY No. 002

POLICY ADVISORY COMMITTEE MEMBERSHIP

1. Membership

- 1.1 Executive Committee: Six members to include the City and County of San Diego Board members, and a Board member from each subregion (South County, East County, North County Coastal, North County Inland).
- 1.1.1 Alternates may be the second City of San Diego Board member or alternate, the second County of San Diego Board member or alternate, and alternates elected from each subregion who shall be primary members of the Board.
- 1.2 Transportation Committee: Nine members to include the mayor or a councilperson from the City of San Diego; a member of the County of San Diego Board of Supervisors, a Board member or alternate from each subregion, and a member of NCTD, MTS and the Airport Authority appointed by those agencies. There may be nine alternates chosen in the same manner.
- 1.3 Regional Planning Committee: Six members to include the mayor or a councilperson from the City of San Diego, a member of the County of San Diego Board of Supervisors, and a Board member or alternate from each subregion. There may be six alternates chosen in the same manner.
- 1.4 Borders Committee: Seven members to include the mayor or a councilperson from the City of San Diego, a member of the County of San Diego Board of Supervisors, a Board member or alternate from each subregion, and a mayor, councilmember, or supervisor from the County of Imperial. There may be seven alternates chosen in the same manner.
- 1.5 Public Safety Committee: Six members to include the mayor or a councilperson from the City of San Diego, a member of the County of San Diego Board of Supervisors, a Board member or alternate from each subregion. The ~~nine-six~~ Associate Member organizations taking part in this committee shall have the following representation: two members from the ~~County~~ Chiefs'/Sheriff's Management Committee Association, a member selected by the County Sheriff, ~~a member of the Regional Homeland Security Committee, a member selected by the State public safety agencies,~~ a member representing the San Diego County District Attorney's Office, a member from regional Fire/Emergency Medical Services, ~~and~~ a member representing the City of San Diego Police Chief, ~~and a member from the regional transit agencies~~. In addition, there will be ~~eight~~five nonvoting Advisory Members selected as follows: two persons selected by the ~~Federal~~ Justice public safety a Agencies Association, one person selected from San Diego County ~~Public Safety Criminal Justice Association~~, a member of the Regional Homeland Security Committee, a member selected by the State Public Safety Agency Association, one person selected by the

~~military~~Department of Defense, and one representative of the Southern California Tribal Chairmen's Association. There may be alternates chosen in the same manner.

2. Limitation on Committee Memberships

No Board member or alternate may serve as the primary member of more than two Policy Advisory Committees ("PACs") at any one time. Committee membership may be expanded by the Board.

3. Ex Officio Members

A PAC may include ex officio members if appropriate to roles and responsibilities of the committee. The Board Chair, first Vice Chair, and Second Vice Chair may serve as ex officio members on any of the PACs. Unless otherwise stated in a Board Policy or Board action applicable to a particular committee, all ex officio members on SANDAG's Board or committees shall be nonvoting members.

4. Appointments

4.1 Public Agencies

4.1.1 The mayor and council of the City of San Diego and the governing body of each of the other member agencies will make their appointments to the Board annually by January 10, and when vacancies occur. Each member agency shall confirm the appointment of its primary and alternate Board members by sending a written letter to the SANDAG Clerk of the Board. All such appointments shall go into effect immediately following approval by the member agency's governing body.

4.1.2 The SANDAG Chair will provide notice requesting that Board members from each of the subregions appoint a Board member or alternate as authorized to serve as a primary member on each PAC and one to serve as an alternate to each PAC. At the time this notice is given, all primary and alternate Board members will be provided with an attendance record for all primary and alternate members currently serving on the Board or a PAC. Each subregion shall ensure that SANDAG staff is notified of the date, time and location for that subregion's meeting. After the meeting is set by the primary members of each subregion, SANDAG staff shall provide Board alternates from each subregion advance notice of the meeting. A majority of the primary members present at the subregion meeting shall make a selection. An alternate member may vote in the absence of the primary member. The Chair shall be sent a letter from the subregion's representatives informing him/her of the names of the persons who have been selected for appointment to each PAC. Appointments will be made by January 31 or as vacancies occur. Appointments shall go into effect immediately upon approval by the subregion.

4.2 Associate Members

In addition to the members appointed pursuant to Section 4.1, the Public Safety Committee shall have voting members appointed from the organizations listed below by their respective appointing authorities by January 31 of each year:

4.2.1 ~~County~~ Chiefs'/Sheriff's Management Committee Association – 2 voting members

4.2.2 County Sheriff – 1 voting member

~~4.2.3 Regional Homeland Security Committee – 1 voting member~~

~~4.2.4 State Public Safety Agency Association – 1 voting member~~

~~4.2.5~~4.2.3 San Diego County District Attorney’s Office – 1 voting member

~~4.2.6~~4.2.4 Regional Fire/Emergency Medical Services – 1 voting member

~~4.2.7 Regional transit Services – 1 voting member~~

~~4.2.8~~4.2.5 City of San Diego Police Chief – 1 voting member

4.3 Advisory Members

In addition to the voting members appointed pursuant to Sections 4.1 and 4.2, the Public Safety Policy Advisory Committee shall have the following nonvoting members appointed from the following organizations by their respective appointing authorities by January 31 of each year:

4.3.1 County Criminal Justice Association – 1 advisory member

~~4.3.2~~ Federal Justice Agency Association – 2 advisory members

~~4.3.3~~ Regional Homeland Security Committee – 1 advisory member

~~4.3.4~~ State Public Safety Agency Association – 1 advisory member

~~4.3.2~~4.3.5 Regional Transit Services – 1 advisory member

~~4.3.3~~4.3.6 Department of Defense – 1 advisory member

~~4.3.7~~ Southern California Tribal Chairmen’s Association – 1 advisory member.

~~4.4~~ Failure to Appoint

~~4.3.5~~ If any subregion fails to make an annual appointment to a PAC by January 31 or within three weeks of mailing of the notice to proceed to appoint to fill a vacancy, the Chair of SANDAG shall make the appointment. If any organization referred to in Sections 4.1, 4.2 or 4.3 fails to make an appointment to the Public Safety Policy Advisory Committee, the current representative shall continue to serve until a replacement appointment is made by his/her organization.

5. Vacancies

Vacancies on PACs shall be filled as they occur in the same manner as appointments.

6. Chair/Vice Chair

The Chair and Vice Chair of the PACs, other than the Executive Committee, shall be appointed by the Board Chair in February or as vacancies occur. The officers of the PACs (except for the Executive Committee, whose officers are dictated by statute) can be primary or alternate members of the Board, but must be primary members of the PAC they will chair. The appointments shall go into effect immediately unless otherwise directed by the Board Chair. The Board Chair, First Vice Chair, and Second Vice Chair when serving as a member of the Executive Committee, shall serve as the Chair, First Vice Chair, and Second Vice Chair of the Executive Committee. The Vice Chair conducts the meetings in the absence of the Chair. In the event of the absence of the Chair, First Vice Chair and Second Vice Chair for the Executive Committee or both the Chair and Vice Chair for a PAC or other standing committee, the quorum of members present shall elect a chairperson pro tempore to preside for that meeting. The Executive Director or a Chief Deputy Executive Director, with a quorum present, shall call the meeting to order and preside during such election of chairperson pro tempore; he/she shall immediately relinquish the chair upon completion of the election.

7. Attendance

- 7.1 Primary and alternate members are strongly encouraged to attend all Committee meetings. Roll call shall be taken by the Chair at the beginning of the meeting to determine the voting members present at that time. The voting members shall be seated collectively in order for the public to recognize them as such. Other nonvoting alternates in attendance may participate in Committee discussion but shall not be authorized to act on any item.
- 7.2 Board alternates selected to chair a Policy Advisory Committee are strongly encouraged to attend all Board meetings to represent their committee and provide information to the Board concerning actions taken at the committee meetings.
- 7.3 If an organization with voting rights or a subregion is unrepresented at three consecutive Committee meetings a letter will be sent to that organization's governing board members, all other members and alternates of the Committee, and the Board of Directors members and alternates concerning the absences.
- 7.4 In order to ensure a quorum, full participation, fairness, and comprehensive knowledge of the items discussed at SANDAG meetings, members who are eligible for compensation for attendance at a SANDAG meeting must be present for at least 1/2 of the time set for the meeting or the duration of the meeting, whichever is less, in order to be eligible for compensation in accordance with Article III, Section 5 of the Bylaws.

8. Compensation

Primary and alternate members of the PACs will be compensated \$100 per meeting attended subject to the limitations on number of meetings per month set forth in the SANDAG Bylaws.

9. Meetings

PAC meetings should normally be held on Fridays or when called by the committee Chair. Parliamentary procedure at all meetings shall be governed by Roberts Rules of Order, Newly Revised.

Adopted January 2003
Amended December 2003
Amended November 2004
Amended December 2005
Amended December 2006
Amended July 2007
Amended November 2010
Amended September 2014



BOARD POLICY No. **026**

PUBLIC SAFETY POLICY ADVISORY COMMITTEE ~~(PSPAC)~~

1. Purpose

The purpose of the Public Safety Policy Advisory Committee ~~(PSPAC)~~, also known as the Public Safety Committee (PSC), is to advise the Board on matters concerning the Automated Regional Justice Information System and the Criminal Justice Research Division.

2. Governance

2.1. The ~~PSPAC-PSC~~ shall be overseen by the SANDAG Board of Directors and shall govern itself in accordance with the Automated Regional Justice Information System Joint Powers Agreement (“ARJIS JPA”), as amended on January 1, 2004, and the policies and procedures applicable to all ~~of SANDAG’s~~ policy advisory committees.

2.2. If the ARJIS JPA is in conflict with state or federal statutes or regulations, the statutes or regulations shall supersede the conflicting provision of the JPA. If the ARJIS JPA is in conflict with SANDAG Board policy or procedure, SANDAG Board policy or procedure shall supersede the conflicting provision of the JPA.

2.2.2.3. Membership of the PSC shall be as set forth in Board Policy No. 002: Policy Advisory Committee Membership.

3. PSPAC Subcommittees

3.1. There shall be a standing Chiefs/Sheriff’s Management Committee (CSMC) Subcommittee composed of standing members, who shall be the Chief of Police, Sheriff, or Public Safety CEO of each Member Agency. The term “Member Agency” as used in this Policy shall have the same meaning as in the ARJIS JPA and shall refer to the voting members on the PSPAC. The ~~Management Subcommittee~~CSMC may appoint advisory members to the Subcommittee as needed, ~~and who~~ shall serve at the pleasure of the Management SubcommitteeCSMC.

3.2. Each Member Agency representative of the ~~Management Subcommittee~~CSMC shall have one vote.

3.3. Whenever a member is not present at a meeting of the ~~Management Subcommittee~~CSMC, a designated alternate selected by the member may act as a member.

3.4. The ~~Management Subcommittee~~CSMC ~~shall may~~ appoint members to standing working groups known as the Users, Technical, and Business, ~~and Crime Analysis~~ working groups. The membership of these working groups shall be composed of members of public safety agencies who operate or use ~~the~~ ARJIS. Each member of these working groups shall have one vote.

- 3.5. The ~~Management Subcommittee~~CSMC meetings shall be at least monthly or whenever called by its ~~Chairperson~~chairperson. The ~~Chairperson~~chairperson of the ~~Management Subcommittee~~CSMC shall ~~notify the members of the Management Subcommittee~~provide notification of any such scheduled meetings ~~at least five days prior to the scheduled date of the meeting. Upon a finding by the Chairperson that an item has arisen that requires immediate action, he/she may call a meeting on 48 hours notice~~in accordance with the Brown Act.
- 3.6. Other standing subcommittees and standing or ad hoc working groups shall meet whenever called by their respective chairperson.
- 3.7. Standing subcommittees and working groups shall have as elected officers a chairperson and vice chairperson, who are members or alternates of their respective Member Agency. The ~~Chairperson~~chairperson and ~~Vice vice Chairperson~~chairperson of each standing subcommittee or working group shall be elected from among its membership.
- 3.8. The functions of the ~~Management Subcommittee~~CSMC shall be to: (1) review, evaluate, and provide ~~preliminary approval of recommendations to the PSC on~~ the ARJIS and Criminal Justice Research Division work plan and budget (including parameters for pursuit of grant opportunities) for final approval by the SANDAG Board of Directors; (2) ~~evaluate and prioritize the ARJIS and Criminal Justice Division work plan;~~ (3) ~~oversee~~monitor the implementation of the ARJIS and Criminal Justice Research Division work plan and budget; (4) ~~establish~~develop and recommend operational policies and procedures necessary to carry out operations within SANDAG purview; (5) ~~approve and oversee the implementation of the recommendations from other subcommittees and working groups within limitations of approved policies and procedures;~~ (6) ~~make recommendations on public policy issues upon request by the PSC;~~ and (7) perform other functions delegated by the ~~PSPAC~~PSC.

4. Authority

- 4.1 ~~The PSC may hear items within the subject areas of public safety, criminal justice research, and ARJIS and may be asked to provide actions or recommendations on other matters within the PSC's purview. The PSPAC-PSC shall have the authority to approve financial/contracting transactions, including selection of vendors, acceptance of funding, stipulations of any nature, and any resulting budget amendment up to \$500,000 for ARJIS and Criminal Justice Research Division items, subject to increase by Board action unless these transactions have potential public policy or liability implications within SANDAG purview.~~

Identification of items with potential public policy or liability implications for SANDAG under consideration by the PSC will be determined by senior Public Safety staff in consultation with the chairpersons of the PSC and CSMC. The Executive Director shall report this determination to the Chair of the SANDAG Board of Directors. This process will result in items being placed on PSC or CSMC agendas for action or recommendation as appropriate.

4.2 Grant opportunities of a time-sensitive nature not allowing for review through the committee structure as described above shall be presented to the PSC chairperson in writing (email or memorandum) describing the grant and its support of the SANDAG mission and strategic goals. Upon recommendation by the PSC chairperson, the Executive Director, in consultation with the SANDAG Board Chair, shall make the final determination whether to apply for the grant. This process shall be reported to the PSC and SANDAG Board in follow-up budget action upon award of the grant.

Adopted December 2003

Amended November 2004



Amended September 2014



TransNet
ENVIRONMENTAL MITIGATION PROGRAM
Fiscal Year 2015 Implementation

Board of Directors - September 26, 2014 

Habitat Conservation Fund



Implementation Process

MOA (2008) amended (2013)
\$4 million annually for 10 years

↓


Funding Strategy/Work Plan

↓

Annual funding approved
by SANDAG Board of Directors

↓

Land Management Grants

 2

FY 2015 and FY 2016 Work Plan

Management Strategic Plan (MSP)

- Technical recommendations
- Prioritizes activities for species/habitat based on threats and opportunities



FY 2015 & FY 2016 Work Plan

- Defines:
 - Goals
 - Areas of emphasis
 - Milestones

FY 2015 - FY 2016 Work Plan and FY 15 Funding

Strategic Goals

- Promote key sensitive species
- Promote native vegetation communities
- Improve wildlife movement
- Promote regional collaboration



Land Management Call for Projects

- Six previous cycles
- Competitive grant
- 70 grants awarded
- \$11 million awarded
- \$7.3 million of matching funds

Land Management Grant
Year

- 2006
- 2008
- 2009
- 2010
- 2011
- 2013

Conserved Land

SANDAG

5

Land Management Call for Projects

Six Previous Cycles

- Competitive grant
- 70 grants awarded
- \$11 million awarded
- \$7.3 million of matching funds

Margala Peak Preserve
Sign placed at entry points

Margala Peak Preserve
Conservation Land

Open Area to Walk
Please stay on the trail. Do not
walk on rocks, logs or other
natural features. Do not
disturb any plants.

SANDAG

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Land Management Call for Projects

Seventh Cycle

- Competitive grant
- Draft Call for Projects
- Eligible projects would be evaluated and ranked
- Proposed timeline




The collage includes: a sign for 'Margarita Peak Preserve' with text 'Signs placed at entry points' and 'Open Space to Bush' and 'Margarita Peak Preserve Conservancy Land'; wooden stairs on a dirt path; a person climbing a steep rock face; a hand holding a spotted frog; a bird perched on a cactus; and a person pulling weeds in a field.




7

Next Steps

- If approved, staff would implement the management and monitoring activities for FY 15 and issue the Call for Projects by Oct 1, 2014



A photograph of a spotted cat cub, likely a leopard or cheetah, resting on the ground in a natural habitat.



8

Item 17**Environmental Mitigation Program:
Fiscal Year 2015 Implementation****Recommendation:**

The Regional Planning and Transportation Committee recommend that the Board of Directors approve:

- 1) The proposed FY 2015 - FY 2016 Work Plan for regional land management and biological monitoring and allocation of funding for FY 2015, which totals \$4 million; and
- 2) The draft eligibility, submittal, and evaluation criteria and the release of the Call for Projects for the seventh cycle of the *TransNet* Environmental Mitigation Program Land Management Grant Program.

