TRANSPORTATION COMMITTEE AGENDA

Friday, September 2, 2005

→→ 10:30 a.m. to 12 noon ←←

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

AGENDA HIGHLIGHTS

• MTS GREEN LINE OPERATIONS/RIDERSHIP REPORT

• FEASIBILITY STUDY FOR A DEDICATED INTERMODAL RIGHT-OF-WAY LINK BETWEEN SAN DIEGO AND A POTENTIAL REGIONAL AIRPORT IN IMPERIAL VALLEY

A PORTION OF THIS MEETING WILL BE HELD JOINTLY WITH THE REGIONAL PLANNING COMMITTEE. HIGHLIGHTS INCLUDE:

• PILOT SMART GROWTH INCENTIVE PROGRAM

• SHOWCASING LOCAL SMART GROWTH PROJECTS: SMART GROWTH IN LEMON GROVE

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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.
Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Transportation Committee may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under meetings on SANDAG’s Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the Transportation Committee meeting.

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ITEM # | RECOMMENDATION
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+1. | APPROVAL OF AUGUST 19, 2005, MEETING MINUTES | APPROVE
2. | PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS |

Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

CONSENT ITEMS (#3)

+3. | 2006 STIP INTERREGIONAL RAIL FUNDING RECOMMENDATIONS | RECOMMEND
(José A. Nuncio) |

A portion of the State Transportation Improvement Program (STIP) administered by the state is set aside for interregional rail projects. Caltrans Division of Rail has requested the region to recommend projects for funding in the 2006 cycle. This report describes the projects and discusses the amounts proposed for funding.

CHAIR’S REPORT

4. | MTS GREEN LINE OPERATIONS/RIDERSHIP UPDATE | INFORMATION
Paul Jablonski, MTS Chief Executive Officer, will provide a brief verbal report on Green Line operations and ridership.

REPORTS (#5)

+5. | A FEASIBILITY STUDY FOR A DEDICATED INTERMODAL RIGHT-OF-WAY LINK BETWEEN SAN DIEGO AND A POTENTIAL REGIONAL AIRPORT IN IMPERIAL VALLEY (Ellen Roundtree) | APPROVE

In July 2005, the Transportation Committee authorized staff to apply for federal funding to study the feasibility of High Speed Magnetic Levitation (MAGLEV) in the Interstates 5, 8, and 15 interregional corridors. The recently approved federal multi-year transportation bill included $800,000, sponsored by Congressman Filner, intended to be used to study a viable link between San Diego and a potential regional airport in Imperial Valley. The Transportation Committee is asked authorize staff to process all administrative actions required to utilize the federal funding, to take steps to identify matching funds for the $800,000 allocation, to add the project to the Overall Work Program and Program Budget when matching funds are identified, and to award a future contract to conduct the study.
**CONSENT ITEMS (A and B)**

+A. APPOINTMENT OF NEW MEMBERS TO THE REGIONAL PLANNING STAKEHOLDERS WORKING GROUP (SWG) (Chairs Lori Holt Pfeiler and Joe Kellejian)

Last November, the SANDAG Board approved the creation of the new Regional Planning Stakeholders Working Group (SWG). Two members of the SWG have recently resigned. Regional Planning Committee Chair Lori Holt Pfeiler and Transportation Committee Chair Joe Kellejian, in consultation with Jack Dale, Chair of the SWG, have reviewed potential replacement candidates from the original list of candidates. Attached is the recommended slate of replacements. The Transportation and Regional Planning Committees are requested to forward the recommendation to the SANDAG Board of Directors for approval.

+B. REVISED SCHEDULE FOR COMPREHENSIVE 2007 RTP (Mike Hix)

The completion of the comprehensive 2007 RTP Update has been delayed at least three months, until June 2007. The cause of the delay is the staff effort to produce a technical 2006 RTP update by March 2006, meeting the federal three-year cycle for air quality conformity. The Transportation and Regional Planning Committees are asked to recommend that the SANDAG Board of Directors approve the revised 2007 RTP work program and schedule.

**REPORTS (C and D)**

+C. PILOT SMART GROWTH INCENTIVE PROGRAM – PROJECT APPROVAL (Stephan Vance)

SANDAG has received 34 applications totaling $46.6 million for the $19.1 million Pilot Smart Growth Incentive Program. The projects have been reviewed and ranked by an evaluation panel consisting of members from the Stakeholders Working Group and the San Diego Council of Design Professionals. The panel has recommended 14 projects for funding under this pilot program.

D. SHOWCASING LOCAL SMART GROWTH PROJECTS: SMART GROWTH IN LEMON GROVE (City of Lemon Grove Councilmember Jerry Jones, and Graham Mitchell, City Manager)

The Transportation and Regional Planning Committees have received periodic presentations featuring local smart growth efforts throughout the region. Representatives from the City of Lemon Grove will make a presentation on smart growth efforts happening in their city.

**ADJOURN JOINT MEETING WITH THE REGIONAL PLANNING COMMITTEE**
6. **UPCOMING MEETINGS**

The next two Transportation Committee meetings are scheduled for Friday, September 16, 2005, and Friday, October 7, 2005.

7. **ADJOURNMENT**

+ next to an agenda item indicates an attachment
The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:03 a.m. Chair Kellejian asked Councilmember Jerry Rindone (South County) to lead the Pledge of Allegiance. Committee members made self-introductions for the audio coverage on the SANDAG Web site. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

   Action: Upon a motion by Mayor Art Madrid (La Mesa) and a second by Deputy Mayor Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee approved the minutes from the July 15, 2005, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, said he missed the Green Line Trolley opening ceremony, but since returning to San Diego on July 8, he has had the opportunity to use the Green Line service. He mentioned that the elevators at the San Diego State University (SDSU) station’s eastbound platform were not working. On August 17, he hopped aboard a new low-floor vehicle at Old Town to SDSU and had a problem with opening the door to bring out the flap to ease wheelchair boarding; however, it did work on the second try. He acknowledged that it may take some time to work out the bugs with the new cars. He said he would like to see more low-floor vehicles purchased.

Chair Kellejian said that Mayor Madrid received six letters indicating a request that the trolley system be extended from San Diego to Escondido along the Interstate 15 (I-15) corridor. Mayor Mickey Cafagna (North County Inland) said he received those same letters and responded to them with the status of the I-15 Bus Rapid Transit (BRT) system. Mayor Madrid suggested that SANDAG respond to the letters in a fashion similar to that of Mayor Cafagna.

Toni Bates, Division Director of Transportation, introduced two new transit planners who joined SANDAG this week and briefly described their transit-related experiences: Dan Levy, who will be working on transit service issues with the transit agencies, and Barrow Emerson, who will be working on I-15 and BRT-related activities.
Pedro Orso-Delgado, Caltrans District 11 Director, presented excellence awards to Chair Kellejian and Mayor Cafagna. One award was for the San Ysidro Intermodal Station, and the other was for the State Route (SR) 56 project. Mr. Orso-Delgado said that he would be attending an MTS Board meeting and make a similar award to that agency.

Councilmember Jack Dale (East County) wondered what the transit operators were doing in relation to recent security incidents on public transportation in London, England. Karen King, North County Transit District (NCTD) Executive Director, replied that ever since 9/11 the transit agencies have had ever-increasing security programs at their facilities and with first responder agencies. They have been holding regular emergency drills, have received some limited amount of Homeland Security funding to implement capital projects for security, have deployed additional security personnel on vehicles and at stations, and have an educational program designed to help people report any suspicious packages, people, or incidents.

Councilmember Dale asked if there are cameras at transit stations. Ms. King replied that NCTD does have cameras at each station but that MTS only has cameras at some transit stations.

Chair Kellejian said that NCTD’s camera system is state-of-the-art and controlled by a panel in Oceanside with four views of each one of the stations. The stations are also equipped with infrared sensors in the parking lots.

Gary Gallegos, SANDAG Executive Director, said that at a broader agency level, the two transit agencies are being added to the Public Safety Committee to further this necessary collaboration.

Mayor Madrid wondered if there could be a formal presentation of the security measures in place at the transit agencies, within the guidelines of the confidentiality restrictions. He said that La Mesa has had a rash of assaults and robberies at the stations in that community. He expressed concern about telephone calls from constituents indicating they will not ride the trolley system because of security issues. He emphasized the importance on providing security.

Leon Williams, MTS Chairman, said that there is a good deal of camera coverage at almost all of the Trolley stations, and we are moving rapidly to install cameras at all stations and to have a central control area. The cameras have been helpful to law enforcement officials as well. He felt that the public’s perception of security issues on the Trolley is different than reality.

Ms. King stated that the transit agencies would be happy to provide a report but agreed there are some confidentiality issues.

Councilmember Jerome Stocks (North County Coastal) suggested that this issue be agendized to provide a report on current and future security measures.

Chair Kellejian indicated that two letters were included in the agenda package. One from Mr. Gallegos to SDSU President Steven Weber related to parking in the SDSU 2005 Campus
Master Plan Revision, and the other a memo to the Transportation Committee from SANDAG staff providing follow-up to public comments on senior transportation.

REPORTS

3. DOWNTOWN COMMUNITY PLAN UPDATE: SUBMITTAL OF COMMENTS ON DRAFT PLAN (APPROVE)

Dave Schumacher, Principal Transportation Planner, reported that the Centre City Development Corporation (CCDC) has undertaken an update to its Downtown Community Plan. He introduced Alexandra Elias, CCDC Senior Planner, to provide the presentation. Mr. Schumacher said that he would review SANDAG’s proposed comments to this plan.

Ms. Elias displayed a slide that showed the relationship between the Downtown Community Plan and related documents. She reviewed the major phases of the project and the public participation process. She reviewed the following guiding principles: a distinctive world-class downtown; intense yet livable, with a substantial and diverse downtown population; a nucleus of economic activity; a collection of unique, diverse neighborhoods; celebrating climate and waterfront location; and a connected space. On a regional basis, the proposed Downtown Community Plan makes downtown the center of the region, intensifies development downtown following the City of San Diego’s strategy framework element, is consistent with and implements elements of the Regional Comprehensive Plan (RCP), exemplifies smart growth, emphasizes walkability and alternative modes of transit, and involves participation by SANDAG staff in technical committees and on the Steering Committee.

Ms. Elias identified downtown structure, neighborhoods, neighborhood centers within a five-minute walk, and development intensity. She reviewed the development intensity bonus for amenities including public parks, plaza, and open space; common open space (beyond the requirement); off-site public improvements; and green building. There is also an affordable housing bonus in addition to these amenities. She described the buildout projections for 2030 that showed a downtown population of 89,000 compared with the existing figure of 27,500 and employment at 165,000 compared with 85,000 today.

Ms. Elias said that the urban design goals are to maintain the downtown’s street grid system; create focal nodes for neighborhoods, with a center for local service/amenities, and a distinct identity; and promote walkability by providing amenities in proximity to workers and residents and linking neighborhood centers with green streets. The sustainability goals are to reduce auto dependency and to encourage shared parking, carpools/vanpools, transit usage, bicycling, and walking.

The transportation goals include facilitating the development of mixed-use neighborhoods/land uses that maximize opportunities for walking and transit use; increased use of transit by residents, workers, and visitors; working with other agencies to support planned street improvements to accommodate transit services; develop streets that emphasize connectivity, pedestrian and cyclist comfort, and transit movement; coordinate transit station development with the transit agencies to ensure inviting, enjoyable places, and creating a system of bicycle facilities. Ms. Elias showed a slide depicting the planned...
pedestrian priority zones. She described the Transportation Demand Management (TDM) and parking goals: to provide sufficient parking to accommodate future growth, to include minimum parking requirements for residential and office; emphasize shared-use parking; and encourage TDM/SANDAG programs to support carpooling, vanpooling, and transit reimbursement.

Ms. Alias reviewed the schedule which indicated that the Environmental Impact Report (EIR) public review period will end on September 12, 2005, and then public hearings will be held from September through November 2005. She added that project documents are available on the CCDC Web site.

Mr. Schumacher stated that the plan represents a well thought-out vision for downtown San Diego related to the intensity of residential and employment uses, it recommends urban design guidelines that support creation of a pedestrian-friendly environment, and recognizes and accommodates alternative modes. He reviewed the proposed SANDAG comments. The plan supports the inclusion of right-of-way preservation for dedicated lanes for BRT/shuttles along B and C Streets. We recommended this inclusion to preserve right-of-way options for dedicated transit lanes along these streets to accommodate future service improvements. The draft Planned District Ordinance discusses modifications to current parking policies that would establish parking minimums for office development. We suggest that the parking requirement for office development be lowered or, at the least, that TDM measures provide incentives for increased use of public transportation. We also suggest several specific measures to promote the use of bicycling as an alternative mode. Mr. Schumacher stated that staff requests the Transportation Committee’s approval of these comments and their submittal to CCDC.

Chair Kellejian clarified that under item No. 3 is a draft letter from Bob Leiter, SANDAG Director of Transportation and Land Use, to CCDC transmitting these comments. Staff is requesting approval of that letter.

Chair Kellejian asked what percentage of the 2030 population will be living downtown. Ms. Elias responded that she didn’t know that figure but hoped that current trends would continue. This information will show up in a future census.

Chair Kellejian suggested that CCDC find out who is living downtown, and why they are living there.

Chair Kellejian asked about a projection of the hotel occupancy rate in 2030. Ms. Elias was unsure of that number and noted that the number of projected 2030 hotel rooms were based on demographic land use assessment and an economic model.

Chair Kellejian stated that public transit is going to play an increasingly important role in the mobility of the downtown area.

Sandor Shapery, advisory member from the Regional Planning Stakeholders Working Group, responded to the question about the 2030 vacancy number. He said that there will be about 75 to 78 percent vacancy. If the occupancy rate drops below 70 percent no new hotels will be built.
Mr. Shapery expressed interest in finding out the status of the airport overlay zone. He noted that San Diego has a 500-foot height limit, and the Airport is looking for a 50-foot buffer, which would decrease that height limit to 450 feet. Ms. Elias stated that the details of that limit are still being discussed. When finalized, this information will be incorporated into the Community Plan.

Councilmember Rindone supported the draft letter. He thought CCDC should encourage developers to provide transit passes to their employees. He said that many cities provide incentives for utilization of light rail and mass transit in the downtown area to ensure that various businesses are not providing bonuses to employees to pay for parking. That is not addressed in this letter. He asked if we are looking into that and what legal authority we have.

Mr. Schumacher said that some employers provide a cash benefit that employees can use for either parking or a transit pass. Ms. Elias mentioned that she had worked with RideLink staff and the Downtown San Diego Partnership on a survey of downtown employers. At that time, they discovered there were some employers that were providing transit pass benefits.

Mayor Cafagna asked if there is a special transit pass for employers. Supervisor Ron Roberts (County of San Diego) indicated that these types of transit passes already exist. Ms. Bates added that the region has an ECO pass program for employers.

Councilmember Rindone commented that Washington D.C. is considering legal discourse to discourage employers from offering parking to their employees at all. This is another tool to consider that will have a positive impact on the transit system in Washington, D.C. He urged CCDC and SANDAG staff to pursue this option, determine what other options may be open, and report back with an analysis.

Mr. Gallegos suggested the addition of language to the draft letter to encourage CCDC to consider working with employers to ensure they are not incentivizing employees to drive and park downtown.

Mayor Cafagna thought that we ought to be making a positive recommendation rather than a negative one. We should provide businesses with information about our pass discount program.

Ms. Bates stated that this discussion relates to the comment in the draft letter on parking and parking minimums. There might be a positive way to offset the minimum parking number if the employer uses a transit incentive instead.

Mr. Orso-Delgado commented that included in traffic studies are assumptions of how many transit trips versus single-occupancy-vehicle trips are made and ways to motivate people to use transit. The increase in population in downtown San Diego will put a lot of pressure on the arterial streets in this area.

Chair Kellejian stated that approximately 25 percent of people who work in downtown San Diego use public transit.
Mayor Madrid said he was very impressed with downtown Denver that has a bus circulator system that moves people around. Mr. Gallegos agreed there is a need for a downtown circulator system. The difficulty is how you pay for it. In other locations, the businesses participate in funding that kind of system.

Ms. Elias said that for the first time CCDC has hired a graduate intern specifically for the purpose of evaluating a downtown shuttle. CCDC can bring back a report on what he has learned.

Mayor Madrid suggested that a downtown circulator system be incorporated into CCDC’s long-range plans.

Mayor Madrid expressed concern about the height limit and how high-rise buildings affect the livability issue of the downtown area. Ms. Elias stated that the Port of San Diego and CCDC have worked together to ensure that view corridors would remain in the North Embarcadero area.

Mayor Pro Tem Ed Gallo (NCTD) asked about the model used for the 2030 population estimates. Ms. Elias said that CCDC was following the city’s policy direction in developing those figures, and there was a whole compilation of factors used in that determination.

Mayor Pro Tem Gallo asked if there is a standard, accepted model for the balance between housing and employment. He also questioned the reduction of park space per person.

Ms. Elias stated that developing parks in the downtown area is a huge challenge because the land is purchased at fair market value. CCDC also has tried to obtain incentives through the zoning ordinance. CCDC did not include Balboa Park in the park calculations. On the employment and commercial side, residential development in downtown is commanding a much higher dollar per square foot than that for business space.

Councilmember Stocks expressed concern about the recommendation to lower the Planned Development Ordinance parking requirement for office parking. He said that people need to come to businesses; businesses will not only cater to people who live in downtown. If you don’t provide parking, people will not come. He requested that the letter be modified to encourage CCDC to adopt a policy that will encourage or incentivize public transit.

Supervisor Roberts indicated that CCDC is already proposing to lower the minimum parking requirement. He suggested that if you look at the number, you also need to look at the capacity of the public transit system. We currently don’t have a lot of capacity within the system, especially with events. Inherent in light rail is that the vehicles have to have a certain separation for optimum operation. There are a whole series of issues with light rail operating in downtown. Before we tell CCDC to encourage more transit, we need to determine the capacity of the public transit system. We should be supporting what CCDC is doing. He suggested a presentation to the Transportation Committee about the capacity of public transit in the downtown area to handle the population at 2030.
Mr. Gallegos noted that there isn’t the capacity on the freeways either. There needs to be a balance between transit and roads. SANDAG’s goal is to have 50 percent of employees in downtown San Diego using public transit.

Deputy Mayor Emery commented that there needs to be an element of financing discussed when making any kind of transportation improvements. The present system has a finite capacity and the only way to increase that is to increase financing. The Comprehensive Operational Analysis (COA) will attempt to improve the system, but it can’t do much without increased financing.

Mr. Gallegos stated that SANDAG has tried to address some of these issues in the TransNet measure, including funds for BRT systems that will end up in the downtown area and as freeway improvements.

Ms. Elias said that CCDC worked closely with the transit agencies on the assumptions, and the transit plan assumed the revenue constrained scenario. CCDC recognizes there are operational constraints with operating a four-car light rail vehicle in downtown San Diego.

Councilmember Dale stated that the 2030 figures indicate that some of the people who will be working in the downtown area will be coming in from the suburbs, and the suburbs don’t have the parking facilities to encourage people to use public transit to get to the downtown area.

Mayor Cafagna said that we can’t make a statement about minimizing parking without a plan of where the cars can go. CCDC could require developers to contribute dollars to a parking garage in another location (at a transit station, for example) to ensure people can use public transit to get to downtown San Diego.

Councilmember Dale thought this plan should respond to the transit system’s ability to move people.

Mayor Madrid agreed that if we have a finite capacity to move people, then we should build to that capacity. There needs to be a transportation/land use link.

Mr. Gallegos said that growth is happening so we have to accommodate it somehow, and downtown is one of the places that has accommodated a lion’s share of the growth within the region. We have struggled with low-income housing, and downtown San Diego has taken a larger share of this as well. We have been working with CCDC and all of the factors that link transportation and land use.

Supervisor Roberts suggested that the Transportation Committee receive a briefing that provides the available options. He noted that we could do a lot better job with downtown circulation. For example, the downtown situation causes constraints on the number of trolley vehicles that can be operated. We need to start thinking differently to resolve the problems.
Public Comment:

Jim Schmidt, a member of the public, offered an idea to add a track by 12th and Imperial to provide a downtown trolley loop. He thought that would be fairly cheap to implement and you could get federal funding for it.

Councilmember Rindone offered a motion to present the letter as drafted, which talks about lowering the minimum parking as an option, and to include language about employers not incentivizing employees. Deputy Mayor Emery seconded the motion.

Mr. Gallegos suggested that on the parking piece, we acknowledge the work CCDC has already done and add the encouragement for incentives to use public transit and to work with employers to look for ways to incentivize employees to use public transit.

Councilmember Rindone amended his motion as suggested by Mr. Gallegos. Deputy Mayor Emery agreed with the amendment.

Action: Upon a motion by Councilmember Rindone and a second by Deputy Mayor Emery, the Transportation Committee approved the SANDAG letter to CCDC providing comments on the Downtown Community Plan Update with the changes noted above. Councilmember Dale voted in opposition.

4. METROPOLITAN TRANSIT SYSTEM COMPREHENSIVE OPERATIONAL ANALYSIS (INFORMATION/POSSIBLE ACTION)

Mr. Schumacher reported that SANDAG staff has been working with MTS on the Comprehensive Operational Analysis (COA). He introduced Conan Cheung, MTS Director of Transportation, to provide the overview.

Mr. Cheung stated that transit’s sustainability, ridership trends, and facilities are misaligned with its markets. He noted that travel patterns have changed substantially within the County. The key steps are to establish service development guidelines that reflect the COA goals, develop an MTS Area Service Concept based on the established guidelines, and evaluate existing conditions and redevelop MTS services based on the Service Concept. He shared the vision for MTS services to develop a customer focused, competitive, integrated, and sustainable system. Two project committees, the Blue Ribbon Committee and the Technical Committee, have been working on efforts to implement this vision.

Mr. Cheung reviewed a three-pronged approach to the MTS Area Service Concept: develop an urban network, commuter services, and Community Based Services. There are four areas to developing the urban network: auto deficiency, poverty, employment, and market segments. There are four steps to the Commute Market Assessment: (1) identify high demand commute patterns, (2) identify market segments, (3) determine travel amenities, and (4) determine if competitive service can be provided cost effectively. In identifying the high density employment locations, a zip code search of employees within major employers was conducted. He presented the results of the search and noted that downtown employees are coming from the South Bay, Southeast San Diego, and East County. For Community
Based Service, we need the buy-in by communities, and we need creative solutions to these challenges.

Mr. Schumacher reviewed the coordination between the COA and the Independent Transit Planning Review (ITPR). There has been MTS/SANDAG/NCTD staff participation on working groups for both projects. SANDAG’s mid- to long-range plans and 2007 Regional Transportation Plan (RTP) updates will incorporate the results of the COA. TransNet transit projects have been considered in the COA planning. The COA study schedule is ahead of the ITPR, and the COA results will provide input to the ITPR study. MTS and SANDAG will jointly manage a number of planning and operations studies to coordinate our transit planning efforts. The COA will be completed by the end of this calendar year, and the changes will be implemented by the end of next year. A final report will be available early next year.

Mayor Madrid asked the Transportation Committee to consider consolidating both transit agencies into one. There are certain segments of the population that are not being served because they fall in the cusp of the jurisdiction of one or the other transit agencies.

Councilmember Monroe said that the bottom line is a sustainable transit system and in order to get to that point some really tough decisions will need to be made. We cannot continue to support a $50 per trip subsidy.

**Action:** Upon a motion by Councilmember Rindone and a second by Deputy Mayor Emery, the Transportation Committee unanimously received this report.

5. **TRANSPORTATION PROGRAMS FUNDING UPDATE (INFORMATION)**

Jose Nuncio, Senior Engineer/Programming Manager, reported that over the past couple of months, three significant milestones for transportation program funding have occurred: the state budget was passed and included the Proposition 42 funds for transportation projects, the California Transportation Commission (CTC) released its draft fund estimate of revenues and expenditures for the next five years, and the Federal Government recently approved the six-year transportation bill which will govern our federal allocations for FY 2006-2009.

The significance of including Proposition 42 monies is that for the first time in the last two years, the CTC can allocate monies for the State Transportation Improvement Program (STIP) and the State Highway Operations and Preservation Program (SHOPP). Mr. Nuncio reviewed the CTC-adopted allocation criteria and noted that all projects programmed in five categories will receive allocations as they are submitted. The categories are: (1) SHOPP; (2) projects funded from dedicated sources such as Transportation Enhancement (TE) and the PTA (Public Transportation Account); (3) Planning, Programming and Monitoring (PPM); (4) required STIP mitigation for construction projects already allocated; and (5) projects to match federal bridge funds. The CTC will review the strategies for prioritizing projects.

On the TCRP side, there is approximately $1.6 billion in needs and $678 million available. The CTC adopted criteria for the allocation of TCRP funds in FY 05/06 as follows: ensure TCRP projects that are allocated continue to receive reimbursements, reimburse TCRP projects that have completed an approved Assembly Bill (AB) Letter of No Prejudice, Project TCRP funding “match” for projects that will receive STIP construction allocation in FY 05/06
and supports a prior STIP construction action (e.g., GARVEE approval), allocate construction or procurement funding at the July or August 2005 CTC meeting for those TCRP projects that can have a construction or procurement contract executed by the end of the current calendar year (December 31, 2005), and allocate construction or procurement funding for those TCRP projects that can have a construction or procurement contract executed by the end of the current fiscal year (June 30, 2006).

Mr. Nuncio reported that the CTC developed two scenarios for the 2006 fund estimate: one is based on existing law, and the other is a conservative estimate. He reviewed the impacts to the STIP from these two scenarios. However, it appears that CTC is not considering the conservative estimate, because the funds available for the 2006 STIP for the five-year cycle total about $2 billion over and above the currently programmed levels in the 2004 STIP and would be available for new programming. However, over half of the new funds available will need to be programmed on PTA-eligible projects, which include transit and other public transportation projects. Also the vast majority of these new funds are in the latter years of the five-year cycle in FY 2009-10. The CTC has not released targets for specific regions.

Mr. Gallegos noted that the importance between A and B is that Proposition 42 funds continue to flow to transportation as the voters approved. If the Governor and the Legislature in the future take Proposition 42 funds, Scenario B is what will occur. We need to keep vigilant on this.

Mr. Nuncio stated that the federal transportation bill has been approved; it is called the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and it identifies $286.45 billion for 2006-2009. He reviewed the difference between SAFETEA-LU and TEA-21. The most significant change is the number of earmarks included. San Diego County has 39 projects. Total highway and transit project earmarks is $85 million. He reviewed other highlights of this bill and said that the details and specific funding amounts derived from the formula-based programs relative to the San Diego region’s share are still unknown. Interpretation of the new rules is also pending and will be brought forward as it becomes available.

Ms. King stated that on August 18, 2005, the CTC approved the $80 million in TCRP that had been pledged to the Sprinter and liquidated the Letter of No Prejudice for the passing track. Transportation projects have been in a holding pattern from the last couple of years.

Mr. Gallegos said that the key is to spend the $80 million from the state first.

Councilmember Rindone asked if the Airport Authority was in agreement with the SAFETEA-LU highway project H25 related to funding for a MAGLEV project between San Diego and a proposed regional international airport in Imperial County. Mayor Mary Sessom (Airport Authority) said that this will be discussed at the next Airport Authority board meeting on September 8, however, she has met with Congressman Bob Filner and discussed the challenges and opportunities of this grant. The Airport Authority took a motion in support of SANDAG applying for this money. We have challenges because of the funding time constraints. Mr. Gallegos added that Congressman Filner has met with two SANDAG Board members, and he has been in contact with the Congressman trying to find out when the money is available for this project. This funding will require a 20 percent
match. He has asked Imperial County if it is interested in providing any part of that match. The biggest concern is timing with the Airport Authority’s decision for an airport location in April 2006. He was hoping to put this item on the agenda for the next Transportation Committee meeting. SANDAG staff has been collaborating with Thella Bowen at the Airport Authority.

Chair Kellejian stated that there has been a lot of discussion among SANDAG Board members with regard to the Coronado tunnel money. We were surprised to see $5 million going towards this tunnel project, the cost of which has now elevated to $9 million. This will come through the RTP process when we will have more of an update. We may differ on what our perception is with regard to that project.

Councilmember Monroe noted that he had lunch with Congressman Filner on August 18 and said that the Congressman wants maglev for the new airport. If it doesn’t happen in that time, he would be interested in linking airports up the coast. Congressman Filner was open to the idea of going north-south if the voters didn’t accept Imperial County as an airport location.

Chair Kellejian stated that we have supported the study of maglev going north-south and east-west.

Mr. Gallegos said that SAFETEA-LU passed by Congress is a law, and it’s pretty specific. If you want to use those funds for something other than currently specified then you have to go back and change the law.

Action: This item was presented for information.

6. UPCOMING MEETINGS

The next two Transportation Committee meetings are scheduled for Friday, September 2, 2005, and Friday, September 16, 2005. The September 2 meeting will start at 10:30 a.m. and the joint portion of the meeting with the Regional Planning Committee will be at 11 a.m.

7. ADJOURNMENT

Chair Kellejian adjourned the meeting at 11:19 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG TRANSPORTATION COMMITTEE MEETING
### AUGUST 19, 2005

<table>
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<th>GEOGRAPHICAL AREA/ORGANIZATION</th>
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<td>North County Coastal</td>
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<td>Dianne Jacob</td>
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<td>ADVISORY/LIAISON</td>
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<td>Sandor Shapery</td>
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Introduction

Caltrans Division of Rail is requesting recommendations for funding as part of the 2006 State Transportation Improvement Program (STIP) cycle for interregional rail projects. This report describes the existing programmed projects that are being proposed for additional funding to carry them closer to completion.

Recommendation

The Transportation Committee is asked to recommend that the following interregional rail improvement projects and respective funding amounts be selected by Caltrans Division of Rail for Fiscal Year 2006/07:

Solana Beach Parking Structure at the Solana Beach Transit Center - Construction: $5,100,000
Santa Margarita River Bridge Replacement and Second Track Project - Final Design: $987,000

Discussion

Senate Bill (SB) 45 stipulates that 25 percent of total STIP funding be set aside for interregional transportation projects that are managed by Caltrans. Of these projects, a certain minimum is set aside for interregional rail improvement projects. Projects that serve Amtrak intercity rail qualify for these funds.

While no specific target for each region has been identified as part of the 2006 STIP interregional transportation program, Caltrans estimates that approximately $300 million will be available statewide. Of this amount, 60 percent is set aside that could potentially be identified for the interregional rail program, with 15 percent of this set aside as the minimum. No specific funding level has yet been identified, but by taking Caltrans’ $300 million figure for the entire interregional transportation program, a minimum of $27 million for the rail program could be anticipated.

In consultations between SANDAG and North County Transit District staff, the Solana Beach Parking Structure at the Solana Beach Transit Center and the Santa Margarita River Bridge Replacement and Second Track projects have been identified as the two highest interregional rail priorities during this cycle. A brief description of each project follows.

Solana Beach Parking Structure at the Solana Beach Transit Station

For the past few years, North County Transit District, the City of Solana Beach, and SANDAG have been working together to implement a mixed-use, transit-oriented development project that includes residential, retail, and office facilities. An integral part of the project includes a parking
structure to be used by bus, commuter, and intercity rail patrons. The elements of this project are described below.

Project Description

Construct a three-level parking structure at the Solana Beach Transit Station to provide approximately 500 spaces.

Project Purpose

The current facility which provides 200 spaces is at full capacity. Additional parking for the station is critical to meet the current and future growth of the transit community. This project is an integral part of a mixed-use, transit-oriented project that will include retail, residential, and office facilities.

The Solana Beach Transit Station provides service for patrons using Amtrak intercity rail service, COASTER commuter rail service, and the North County Transit District Bus service. The proposed project is located at the intersection of Cedros Avenue and Lomas Santa Fe Drive in the City of Solana Beach. The downtown area has been redeveloped as a pedestrian-oriented entertainment and interior design district.

The Solana Beach Transit Center is the third busiest station on Amtrak’s Pacific Surfliner corridor and the sixth busiest in California. Major cities along the corridor include: San Diego, Solana Beach, Oceanside, Los Angeles, Santa Barbara, and San Luis Obispo with connections north and east on the Amtrak system. More than 200,000 Amtrak passengers board or depart at the Solana Beach Transit Station each year.

The COASTER provides 18 commuter rail trips per day between Oceanside and San Diego, with an average weekday ridership of 5,800.

Project Funding

The total estimated project cost for the structure is $12.5 million. To date, $2.4 million has been secured from the federal government. Private development fees totaling $5 million are anticipated to augment this funding. The proposed request of $5.1 million would fill the funding gap for the parking structure.

Project Readiness

A draft Environmental Impact Report (EIR) has been developed and is pending a traffic study to be performed in September 2006. It is anticipated that the EIR will go out for public review in September 2006, with a 45-day public comment period to follow. Completion of final design would then proceed with construction, anticipated by December 2006. It is also anticipated that the project would qualify for a federal Documented Categorical Exclusion. Dependent upon receipt of funding, construction could begin December 2006.
Santa Margarita Bridge Replacement and Second Track Project

Project Description

The project would complete the following major elements:

- Replace the existing single-track Santa Margarita River Bridge with a new two-track bridge;
- Construct an 0.8 mile segment of second track between existing segments of double track; and
- Upgrade the existing 1.7 mile Fallbrook Junction Passing Track for higher speed.

Project Purpose

The Santa Margarita River Bridge is a 711-foot structure consisting of a 418-foot steel through truss/girder and a 293-foot timber trestle approach. The single track structure, located between the north and southbound lanes of I-5, north of Oceanside, was originally constructed in 1919. It is a critical link on the coastal railroad, utilized by every COASTER and Metrolink train leaving Stuart Mesa Maintenance Facility to reach Oceanside for the start of service. Due to its age and condition, this bridge needs to be replaced within the next five to ten years to avoid increasing maintenance costs.

Project Funding

The North County Transit District previously requested and received $2.5 million in STIP interregional rail funding to perform preliminary engineering, environmental clearance, and environmental permitting for replacement of the existing bridge and extension of adjacent double track segments. The $987,000 would fully fund the design phase for this project. Total project cost will be determined during final design and additional funding for the construction phase would be requested at that time.

Project Readiness

Design completion to the 75 percent level and environmental clearance and permitting for the project are anticipated to be complete in October 2005. There is no additional funding available to complete final design and the associated tasks for the project. Receipt of the requested STIP funding in FY 2006/07 would allow the completion of final design and associated tasks for the project.

Next Steps

Upon approval of the recommendation, staff will submit the required documentation to Caltrans Division of Rail for its consideration. If approved, these projects would be included in the 2006 STIP, scheduled for adoption by the California Transportation Commission in April 2006.

RENEE WASMUND
Director of Finance

Key Staff Contact: José A. Nuncio, (619) 699-1908, jnu@sandag.org
TRANSPORTATION COMMITTEE

September 2, 2005

AGENDA ITEM NO.: 5

Action Requested: APPROVE

A FEASIBILITY STUDY FOR A DEDICATED INTERMODAL RIGHT OF WAY LINK BETWEEN SAN DIEGO AND A POTENTIAL REGIONAL AIRPORT IN IMPERIAL VALLEY

File Number 7000900

Introduction

In July 2005, the Transportation Committee authorized staff to apply for federal funding to study the feasibility of High Speed Magnetic Levitation (MAGLEV) in the Interstates 5, 8, and 15 interregional corridors. The recently approved federal multi-year transportation bill included $800,000, sponsored by Congressman Bob Filner, intended to be used to study a viable link between the San Diego region and a potential regional airport in Imperial Valley. The Transportation Committee is asked to authorize staff to process all administrative actions required to utilize the federal funding, to take steps to identify matching funds for the $800,000 allocation, to add the project to the Overall Work Program and Program Budget when matching funds are identified, and to award a future contract to conduct the study.

Recommendation

The Transportation Committee is asked to authorize staff to:

1. Process all administrative actions required to utilize the $800,000 federal funding earmark included in the multi-year federal transportation bill including processing Amendment No. 11 to the 2004 RTIP as authorized in Resolution No. 2005-xx2006-03, pending close of public comment period;

2. Take steps to identify $200,000 in total matching funds to the federal funding, with an immediate need for $80,000 in matching funds during FY 2006;

3. Add a project for up to $400,000 to the Overall Work Program and Program Budget when matching funds are identified; and

4. Award a future contract to conduct a feasibility study for a dedicated intermodal right of link between the San Diego region and a potential regional airport in Imperial Valley.

Discussion

In July 2005, the Transportation Committee authorized staff to apply for federal funding to study the feasibility of MAGLEV in the Interstates 5, 8, and 15 interregional corridors. The July Transportation Committee report indicated the anticipation of an earmark in the then pending federal transportation reauthorization. The multi-year transportation bill, Safe, Accountable, Flexible, and Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU) signed by President Bush on August 10, 2005, included a funding earmark in the amount of $800,000 for the purpose of studying a viable link between the San Diego region and a potential regional airport in Imperial Valley. The high priority project earmark, sponsored by Congressman Filner, is identified as follows:
No. 3537 – Conduct preliminary engineering and design analysis for a dedicated Intermodal right of way link between San Diego and the proposed Regional International Airport in Imperial Valley including a feasibility study and cost benefit analysis evaluating the comparative options of dedicated highway of highway lanes, Maglev conventional high speed rail or any combination thereof.

Congressman Filner has indicated his desire for SANDAG to conduct the study and to initiate the study as expeditiously as possible. The San Diego County Regional Airport Authority is tasked with recommending airport sites and its staff has indicated that a final analysis would be presented no later than April 2006. Since the results of this study could have an impact on the Authority’s recommendation, it is critical to conclude the feasibility study by February 2006. There are a variety of steps needed prior to contract award that are described in further detail below.

Obtaining receipt of the full $800,000 earmark will require certain administrative actions.

- Obtaining Federal Contract Authority -- Contract authority for high priority project funding, including this project, is split equally over a five-year period beginning in the 2005 federal fiscal year. The 2006 federal fiscal year begins on October 1, 2005, and therefore contract authority for a total of $320,000 (FY 2005 and FY 2006 apportionments) would be available at that time. However, the balance of $480,000 would require “advance construction” authorization.

  In addition, SAFETEA-LU includes language that allows states to borrow funding from formula funds to be used on high priority projects with the stipulation that the funds are paid back when made available. The Federal Highway Administration, as well as the California Department of Transportation, will be interpreting the new transportation bill over the next few months. Staff will continue to investigate all avenues to obtain full receipt of the federal funding as early as possible.

- Identifying Matching Funds and Approving an RTIP Amendment – Identifying sources of non-federal matching funds is needed in order to proceed with a contract award. A minimum 20 percent match, or $200,000, is needed in order to utilize the full $800,000 federal earmark. Contract work for initial studies is estimated to be approximately $400,000, which would require an immediate local match of $80,000. Approval of an amendment to the Regional Transportation Improvement Program (RTIP) also is needed to gain access to the federal funds. The required 30-day public notice was distributed on August 30, 2005. If there are no public comments by September 30, 2005, staff will process the RTIP amendment. If there are significant public comments, then this item will be brought back at the October 7, 2005 Transportation Committee meeting.

- Amending the FY 2006 OWP and Program Budget – The project was not included in SANDAG’s FY 2006 Overall Work Program or Program Budget; therefore an amendment to add this project needs to occur prior to award of a contract.

- Defining the Scope of Work and Awarding a Contract – In order to proceed with this study expeditiously, staff is investigating a variety of options including utilizing existing federally procured on-call SANDAG contracts or exercising options with federally procured contracts of sister agencies. In addition, the scope of work would need to be further defined.
With approval of the recommended actions by the Transportation Committee, staff will proceed to ensure that a feasibility study is conducted in both a timely and cost-effective manner. Staff will provide the Transportation Committee with updates as more information is known.

ELLEN ROUNDTREE
Director of Government Relations

Key Staff Contact: Ellen Roundtree, (619) 699-6960, ero@sandag.org

Attachments
1. Table 1
2. Resolution No. 2006-03
**SANDAG**

**MPO ID:** SAN49  
**Capacity Status:** CI  
**TITLE:** Feasibility Study for Potential New Regional Airport  
**DESCRIPTION:** From San Diego to Imperial Valley - conduct preliminary engineering and design analysis for a dedicated intermodal right-of-way between San Diego and a proposed regional airport in Imperial Valley  
**Change Reason:** New Project

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RESOLUTION
No. 2006-03

APPROVING AMENDMENT NO. 11 TO THE
2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, on July 23, 2004, SANDAG adopted the 2004 Regional Transportation Improvement Program (RTIP) and found the 2004 RTIP in conformance with the 1998 Regional Air Quality Strategy (RAQS) and the 2002 Ozone Maintenance Plan; and

WHEREAS, on March 28, 2003, SANDAG made a finding of conformity of the 2030 Regional Transportation Plan (RTP) with the State Implementation Plan (SIP) and the 1998 RAQS; and

WHEREAS, the US Department of Transportation issued its conformity finding to the 2030 RTP on April 9, 2003; and

WHEREAS, on April 22, 2005, SANDAG made a finding of conformity of the 2030 RTP and 2004 RTIP, as amended, to the 8-hour ozone standard; and

WHEREAS, on May 20, 2005, the U.S. Department of Transportation issued its conformity finding of the 2030 RTP and 2004 RTIP, as amended, to the 8-hour ozone standard; and

WHEREAS, SANDAG has received federal earmark to conduct a feasibility study for an intermodal right-of-way link between San Diego and a potential regional airport in Imperial Valley as part of the new federal transportation bill (SAFETEA-LU) which requires the new project to be included in the 2004 RTIP, as shown in Table 1; and

WHEREAS, the proposed amendment is consistent with the 2030 RTP; and

WHEREAS, the project in Amendment No. 11 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, the 2004 RTIP Amendment No. 11 relies on the previous regional emissions analysis; and

WHEREAS, the project in Amendment No. 11 is exempt from the requirements to determine conformity; and

WHEREAS, the SANDAG Board of Directors delegated the authority for RTIP amendments, including findings of air quality conformity, to the Transportation Committee; NOW THEREFORE

BE IT RESOLVED that the Transportation Committee does hereby approve the attached Table 1 as Amendment No. 11 to the 2004 Regional Transportation Improvement Program.
BE IT FURTHER RESOLVED that SANDAG finds the 2004 RTIP, including Amendment No. 11 in conformance with the SIP and RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 2nd day of September 2005.
APPOINTMENT OF NEW MEMBERS TO THE
REGIONAL PLANNING STAKEHOLDERS WORKING GROUP

Introduction

Last November, the SANDAG Board of Directors approved the creation of the Regional Planning Stakeholders Working Group (RPSWG). The purpose of the RPSWG is to review and provide input into key activities associated with the implementation of the Regional Comprehensive Plan (RCP) and the update of the Regional Transportation Plan (RTP). The RPSWG acts in an advisory capacity to both the Regional Planning and Transportation Committees.

The RPSWG has 26 voting members (Attachment 1). The members were selected based on their individual qualifications, and were approved by the Board on January 28, 2005. The RPSWG Charter specifies that in the event that any members need to be replaced, the Regional Planning and Transportation Committees will recommend new members to the Board of Directors from the original candidate list. The Board will make final replacements.

Two members of the RPSWG recently resigned – Anne Fege and Bill Garrett. Their letters of resignation are attached (Attachments 2 and 3). In addition, the RPSWG Charter specifies that if a stakeholder misses two meetings in a row or three meetings over the course of one year, he/she will be replaced. Several members have missed one or more meetings, and could possibly need to be replaced if they miss one or two more meetings this year.

The Chairs of the Regional Planning and Transportation Committees, in consultation with the Chair of the RPSWG, have reviewed the original candidate list and are recommending two replacements and two back-up replacements. Additional information on the four candidates is included in Attachment 4.

Recommendation

The Regional Planning and Transportation Committees are asked to recommend the following to the SANDAG Board of Directors for approval:

• Appoint Gary Nordstrom and Greg Alabado to fill current vacancies on the Regional Planning Stakeholders Working Group.

• Designate Kristen Kjero and Helene Radzuk as back-up candidates in the event that additional vacancies arise on the Regional Planning Stakeholders Working Group.
Discussion

Background

In December 2004, SANDAG received 97 applications from residents from throughout the region to serve on the RPSWG. An ad hoc Selection Committee was formed to review the applications and make membership recommendations to the two policy advisory committees and the SANDAG Board of Directors. The Selection Committee consisted of Supervisor Pam Slater-Price, Councilmember Jim Madaffer, Councilmember Jack Dale, Councilmember Maggie Houlihan, Councilmember Phil Monroe, and Mayor Lori Holt Pfeiler, as well as representatives from the Regional Planning Technical Working Group and the Cities/County Transportation Advisory Committee.

In late 2004, the Selection Committee met to narrow the pool of 97 applicants to approximately 50 candidates. The Committee met again in early 2005 and identified a list of 26 candidates that the Board ultimately appointed. In narrowing the group down to its final membership, the Selection Committee emphasized the importance of balancing subregional representation as well as subject matter interest. In approving the RPSWG membership, the SANDAG Board indicated that should replacements be necessary, additional representation from South County should be considered.

With the two recent resignations, Regional Planning Committee Chair Lori Holt Pfeiler, Transportation Committee Chair Joe Kellejian, and RPSWG Chair Jack Dale used the narrowed pool of applicants (50 candidates minus 26 appointees) as the starting point for evaluating replacements. Based on the priorities advocated by the original Selection Committee and SANDAG Board direction, the Chairs further narrowed down the choices, and have recommended Greg Alabado and Gary Nordstrom (both residents of South County) to fill the two existing vacancies. In addition, the Chairs have identified two other back-up candidates in case other RPSWG members need to be replaced before the end of the year.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. Original Membership of the RPSWG
   2. Anne Fege’s Resignation Letter dated 6/20/05
   3. Bill Garrett’s Resignation Letter dated 4/20/05
   4. Recommended RPSWG Replacement Candidates

Key Staff Contact: Carolina Gregor, (619) 699-1989, cgr@sandag.org
# MEMBERSHIP OF THE REGIONAL PLANNING STAKEHOLDERS WORKING GROUP

APPROVED BY THE SANDAG BOARD OF DIRECTORS ON JANUARY 28, 2005  
(Members that have submitted resignation letters are shown in highlighted fonts)

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<th>Name</th>
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| Bill Anderson | Central      | • Urban Form  
                • Economic Prosperity  
                • Public Facilities | Bill Anderson received a Masters in City and Regional Planning at Harvard University, has served as president of C-3, worked as a consultant, and served on the City of San Diego’s Planning Commission as well as on the Urban Land Institute (ULI) Board of Directors.  
Bill recognizes the importance of a successful regional plan, specifically one that integrates economic development, environmental protection, community design, and public facilities. |
| Elaine Cooluris | Central      | • Transportation  
                • Economic Prosperity  
                • Social Equity & Environmental Justice | Elaine Cooluris is an employee of an organization representing San Diego citizens with disabilities.  
Elaine’s experience is diverse, including multi-term service as president of San Diego’s Job Training Associates, Affirmative Action / Americans with Disabilities Act technical assistance, and service on 13 City of San Diego Task Forces. Elaine hopes she will bring awareness to the needs and accommodations of universal access. |
| Anne Fege     | Central      | • Urban Form  
                • Housing  
                • Environmental Protection | Anne Fege believes quality of life is directly affected by land use decisions, specifically those dealing with defensible space, water conservation, and Transit Oriented Development.  
Anne’s work experience includes 30 years in natural resource management, as well as organizing community groups, and leading strategic planning efforts concerning biodiversity. |
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<td>Jeff Figler</td>
<td>North County Inland</td>
<td>• Transportation • Housing • Economic Prosperity</td>
<td>Jeff Figler has become aware of the issues facing the region through his participation on LEAD San Diego and as a member and chairperson on several strategic planning groups. He has become interested in housing and mass transportation issues, specifically concerning North County. Through his involvement on the RPSWG, Jeff would like to develop a plan for growth that encourages economic prosperity and preserves the region's quality of life and the natural environment.</td>
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<tr>
<td>Paul Fiske</td>
<td>Central</td>
<td>• Economic Prosperity • Public Facilities • Social Equity &amp; Environmental Justice</td>
<td>Paul Fiske has 30 years combined experience working in city financial management, environmental analysis, and long-range strategic planning. Paul's related experience includes preparation of the Public Facilities and Services Element of the City of San Diego General Plan and previous membership on the Regional Planning Technical Working Group. Paul feels his formal education and practical work experience will add to the participative decision-making process.</td>
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<td>Bill Garrett</td>
<td>East County</td>
<td>• Economic Prosperity</td>
<td>Bill Garrett is the former City Manager of the City of El Cajon. As the city manager, Bill made a commitment to regional planning, community participation, and economic prosperity. Bill has had experience participating in regional forums and has had many years experience in attempting to build consensus for the common good. Bill will bring an East County perspective to the regional table.</td>
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<tr>
<td>Larry Glavinic</td>
<td>North County Inland (Valley Center)</td>
<td>• Urban Form • Transportation • Economic Prosperity</td>
<td>Larry Glavinic would like the transportation issues in rural and semi-rural areas to be more adequately addressed. He believes further consideration should be given to incentives that would encourage a change in attitudes towards transportation and its infrastructure. Larry's practical experience includes serving on a SANDAG transportation working group, and serving on the Valley Center Community Planning Group for 14 years, five of which he served as Chair.</td>
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## Membership of the Regional Planning Stakeholders Working Group - continued

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<tr>
<td>Cindy Gompper Graves</td>
<td>South County</td>
<td>Urban Form, Transportation, Economic Prosperity</td>
<td>Cindy Gompper Graves recognizes the importance of a collaborative effort in solving regional issues and brings a unique binational perspective to the table. She would like to ensure decisions are made while keeping both sides of the border in mind. Cindy’s related work experience in building, planning, economics and local government, and participation in many community and regional planning organizations will make her a productive member of the working group.</td>
</tr>
<tr>
<td>Rolf Gunnarson</td>
<td>North County</td>
<td>Urban Form, Transportation, Economic Prosperity</td>
<td>Rolf Gunnarson has worked as a city planner, redevelopment director and city manager, resulting in 30 years of local government service. Rolf has worked with policy makers, community leaders and planners, and has been a member of various committees. As a member of the RPSWG, Rolf plans to help the region develop effective tools that will guide its growth and development, while protecting the natural environment.</td>
</tr>
<tr>
<td>Todd Henderson</td>
<td>Central</td>
<td>Housing, Economic Prosperity, Public Facilities</td>
<td>Todd Henderson is familiar with affordable housing development, redevelopment activities, and community development project management. Todd regularly interacts with local jurisdictions, community groups, and non-profit organizations.</td>
</tr>
<tr>
<td>William Hinchy</td>
<td>North County</td>
<td>Transportation, Environmental Protection, Social Equity &amp; Environmental Justice</td>
<td>William Hinchy believes that transportation issues are best addressed in a comprehensive manner and recognizes the importance of both the Regional Transportation Plan (RTP) and the Regional Comprehensive Plan (RCP). William is most interested in solving regional traffic issues, specifically those affecting North County. William’s experience with transportation issues is a result of his involvement with the Rancho Santa Fe Association, as Chair of the Association’s Road &amp; Traffic Committee. William hopes to represent the views of North County residents and promote a balance between transportation improvements and environmental preservation.</td>
</tr>
<tr>
<td>Name</td>
<td>County</td>
<td>Focus Areas</td>
<td>Comments</td>
</tr>
<tr>
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<td>-------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Kathy Keehan   | North County | • Urban Form  
• Transportation                         | Kathy Keehan is the Executive Director of the San Diego County Bicycle Coalition and has six years of experience in planning bicycle facilities. She has participated on various working groups, within and outside of SANDAG. Kathy would like to provide the opinion of the non-motorized transportation user and notes that bicyclists and pedestrians are also impacted by land-use decisions. |
| Steven Otto    | South County | • Economic Prosperity  
• Border Transportation  
• Social Equity & Environmental Justice | Steven Otto’s work experience includes 25 years managing economic and community development programs in the United States and abroad. For the past five years, Steve has served as the Executive Director of “Start-up” San Ysidro Business Improvement District. Steve hopes to convey his aspirations for revitalizing San Ysidro, the world’s busiest land border crossing. |
| Ron Pennock    | East County  | • Urban Form  
• Housing  
• Economic Prosperity                         | Ron Pennock’s interest is primarily in East County. He is concerned with the residential population allocation and providing for the future needs of commercial/industrial businesses. He would also like to ensure that East County’s needs are understood and taken into consideration. Ron has been involved with the General Plan 2020 process for the past several years, has served as chairman of the East County Construction Council, and also as chair for the City of El Cajon’s Condo Conversion Task Force. |
| Don Preis      | East County  | • Urban Form  
• Transportation  
• Housing                                           | Don Preis hopes to encourage the completion of SR 52, economic and business growth in east county, and the development of Fanita Ranch. He would also like to promote adherence to Santee’s General Plan. Don has experience working within Santee’s local government, works as a consultant to small businesses, and has served as chairman of the Santee Mobile Home Rent Control Commission. |
<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Focus Areas</th>
<th>Statement</th>
</tr>
</thead>
</table>
| Brad Raulston      | Central  | • Urban Form  
• Economic Prosperity  
• Border Transportation | Brad Raulston is the President of the Binational Organizing Committee, a civilian non-profit binational organization, and is also chairman of the Bird-Rock Traffic Task Force. Brad believes that the implementation of smart growth is important and hopes to encourage sustainable development while bringing a binational perspective to the working group. |
| Kevin Reese        | Central  | • Urban Form  
• Transportation  
• Social Equity & Environmental Justice | Kevin Reese believes poor planning has resulted in few alternatives to driving, which is the cause of the region's present traffic problems. He believes San Diego's social, cultural, physical, and environmental health will depend on efforts to reduce automobile dependency. Kevin has a Masters in City Planning, has worked as a research coordinator with Active Living Research, and currently works as an associate planner for a local planning, policy, and urban design firm. He hopes to ensure walking is prioritized as a safe and viable option for everyone. He feels he can be utilized as an informational resource for other stakeholders and would like to be a voice for pedestrians. |
| Clive Richard      | Central  | • Urban Form  
• Transportation  
• Social Equity & Environmental Justice | Clive Richard has been a member of MTDB's Trolley Access Advisory Committee for the past seven years and has done independent research on transit issues for the past 20 years. Through his involvement on the working group, Clive hopes to encourage development patterns that would reduce the need for automobile trips and encourage the use of alternate modes of transportation, specifically transit and walking. |
Membership of the Regional Planning Stakeholders Working Group - continued

<table>
<thead>
<tr>
<th>Name</th>
<th>Area</th>
<th>Roles</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allison Rolfe</td>
<td>South County</td>
<td>Urban Form, Environmental Protection, Social Equity &amp; Environmental Justice</td>
<td>For the past ten years Allison Rolfe's professional focus has been to advocate for environmental protection. She serves on the Chula Vista Citizen Advisory Committee, and is vice president of a Community Development Corporation (CDC) for Ocean Beach. As policy director for San Diego Bay Keeper, Allison has gained expertise in land use and regional habitat conservation planning. Allison hopes to promote wise land use decisions, which integrate the RCP and RTP.</td>
</tr>
<tr>
<td>Jim Schmidt</td>
<td>East County</td>
<td>Transportation, Housing, Economic Prosperity</td>
<td>Jim Schmidt is a retired business professional who worked in the banking and real estate industries. He was appointed as a public member to SANDAG’s Toll Bridge Committee in 1993 and currently serves on the board of directors of the San Diego East County Chamber of Commerce. Jim has experience with transportation issues and is an affordable housing advocate.</td>
</tr>
<tr>
<td>Bob Sergeant</td>
<td>North County</td>
<td>Urban Form, Transportation, Border Transportation</td>
<td>Bob Sergeant works as a transportation professional with experience in planning, designing, and constructing highways and transit facilities and has helped in the preparation of several general plan documents. He has also participated in planning efforts encouraging the building of new border crossings and improvements to existing facilities. Bob’s perspective incorporates that of a transportation professional, employer and long-term resident. He would like to ensure people have opportunities to live within a reasonable commuting time to their place of work.</td>
</tr>
<tr>
<td>Sandor Shapery</td>
<td>Central</td>
<td>Urban Form, Transportation, Environmental Protection</td>
<td>Sandor Shapery would like to improve the quality of life in San Diego by implementing plans and programs to address the region’s transportation challenges. He believes a proactive approach must be taken to integrate the many components of community development. Presently, Sandor is a member of the San Diego Chamber of Commerce’s Infrastructure Committee and has served on various other committees. Sandor is also a licensed attorney, specializing in real estate and business law as well as land use and zoning issues. He has also taken part in the design, development, and ownership process for a number of high-rise buildings in downtown San Diego.</td>
</tr>
<tr>
<td>Name</td>
<td>Region/Location</td>
<td>Interests</td>
<td>Details</td>
</tr>
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<td>---------------</td>
<td>-----------------</td>
<td>------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Kevin Siva    | East County     | • Transportation  
• Border Transportation  
• Social Equity &  
  Environmental Justice | Kevin Siva is the Board Chairman for the Reservation Transportation Authority (RTA) and believes it is important that the voice of the region’s many Tribal Governments is represented in the regional planning process.  
Kevin’s experience includes serving as the director for road planning and maintenance for his tribe and participating on a number of the Southern California Association of Governments’ (SCAG) committees and working groups. |
| Sandy Smith   | North County Inland (Valley Center) | • Urban Form  
• Transportation  
• Environmental Protection | Sandy Smith will provide the working group with a rural perspective, but also has a stake in downtown San Diego. Additionally, she would like to see the transportation options in North County improved.  
Sandy brings the unique experience and background of a professional mediator. For the past 4 years, Sandy has worked on the County’s General Plan 2020 update as it relates to Valley Center. She also participated on a number of the subcommittees and was named Chair of the Roads Subcommittee. |
| Rick Van Schoik | North County Coastal | • Border Transportation  
• Environmental Protection  
• Social Equity &  
  Environmental Justice | Rick Van Schoik sees an important connection between transportation and environmental issues. Rick will bring the US/Mexico perspective to the working group as well as that of an environmental policy and science professor. |
| David Weil    | Central         | • Urban Form  
• Environmental Protection  
• Public Facilities | David Weil believes San Diego’s future quality of life will depend on the planning decisions made today, specifically those concerning land use, environmental sustainability, and transportation.  
David offers 20 years of experience as a civil engineer with the Navy Civil Engineer Corps (CEC) and currently holds the position of Building Commissioning and Sustainability Director for UCSD. David has a clear understanding of the procedures associated with plan implementation and public works projects. Additionally, he can be used as a resource on green building, sustainable design, and energy efficiency. |
June 20, 2005

Ms. Carolina Gregor, Senior Regional Planner
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA  92120

Dear Ms. Gregor:

With this letter, I resign my appointment on Regional Planning Stakeholders Working Group.

I have recently become an employee of EDAW, Inc., which has a current contract with the San Diego Association of Governments. Therefore, my continued service on the Working Group could be a conflict of interest.

Sincerely,

Anne S. Fege, Ph.D.
April 20, 2005

Jack Dale, Councilmember
City of Santee
10601 Magnolia Av
Santee, CA 92071

Dear Jack:

Re: Resignation from Stakeholders Working Group

I am unfortunately finding that my schedule with the Grossmont-Cuyamaca Community College District Board of Trustees is in such conflict with the SANDAG Stakeholders Working Group that I must resign my position on the SWG.

Initially I had thought that even though the College District Board meetings were on the same day as the SWG meetings that I could arrange my schedule sufficiently that I could do both. However, I find that there are a number of meetings of the District that begin earlier (study sessions, closed sessions, etc) than the regularly scheduled meetings and I have an obligation to be in attendance.

It is disappointing to me that I have had to come to this conclusion because I thought that I would not only find the SWG to be of considerable interest to me but that I could provide some small amount of expertise to the issues.

Sincerely,

Bill Garrett
2533 Brown Dr
El Cajon, CA 92020

c/Carolina I. Gregor
<table>
<thead>
<tr>
<th>Name</th>
<th>Sub - Region</th>
<th>Areas of Interest</th>
<th>Brief Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greg Alabado</td>
<td>South County</td>
<td>• Transportation • Housing</td>
<td>Greg Alabado has experience in transportation planning, having worked as Assistant Transit Coordinator in the Transit Division of the City of Chula Vista. Greg is a current member of Chula Vista’s General Plan Update Steering Committee and Housing Advisory Commission. He would like to introduce some degree of balance in the deliberation of issues, options and/or alternatives that come before the group.</td>
</tr>
<tr>
<td>Gary Nordstrom</td>
<td>South County</td>
<td>• Urban Form • Transportation • Economy</td>
<td>Gary Nordstrom has past involvement with many local, regional, and global organizations (he has chaired or been president of many) including the City of Chula Vista and the County of San Diego. Gary’s experience includes participation on the General Plan Update Committee, Core Specific Plan Committee, Chair of the Growth Management Oversight Committee.</td>
</tr>
<tr>
<td>Kristin Kjaero</td>
<td>East County</td>
<td>• Urban Form • Transportation • Public Facilities</td>
<td>Kristin Kjaero is active in the community with a number of local organizations and land use issues. Kristin participated in the Regional Comprehensive Plan workshops and has attended SANDAG Board meetings. She founded “Save Our Corner” which worked successfully with the Valley de Oro Planning Group, the Unincorporated County, the La Mesa City Council, Caltrans, and the Sierra Club, to resolve a proposed development/general plan amendment in her neighborhood.</td>
</tr>
<tr>
<td>Helene Radzuk</td>
<td>East County</td>
<td>• Urban Form • Transportation • Social Equity &amp; Environmental Justice</td>
<td>Helene Radzuk holds a Bachelor’s Degree from California State University at San Marcos and a paralegal certificate in business and environmental law from the University of San Diego. Elaine is a member elected of the Ramona Community Planning Group and serves on its subcommittee dealing with trails and transportation.</td>
</tr>
</tbody>
</table>
Introduction

On April 28, 2005, the SANDAG Board approved the work program and schedule for updating the Regional Transportation Plan (RTP), MOBILITY 2030. The work program contained schedules for both a technical RTP update in 2006 and a comprehensive RTP update in 2007. The last RTP update was completed in March 2003, and the next regularly scheduled update would occur no later than March 2006. However, staff hoped to focus only on the 2007 update, given that pending federal transportation legislation would have changed the requirement that SANDAG make an air quality conformity determination of the long-range transportation plan from every three years to four years.

The federal transportation reauthorization legislation (SAFETEA-LU) was passed by Congress and signed by the President, but not until August 2005. This was too late to negate SANDAG’s need to proceed with a technical 2006 RTP update. As a result, the Board approved a revised schedule for the 2006 RTP update on July 22, 2005. The 2006 RTP update is scheduled for adoption by the Board in February 2006.

The more comprehensive update of the RTP in 2007 will still incorporate a new regional growth forecast, strategic initiatives from the Regional Comprehensive Plan (RCP), the Independent Transit Planning Review, and several other issue papers on topics not previously covered in the RTP. However, some of the tasks for the 2007 RTP will be delayed by staff efforts to produce the 2006 RTP over the next six months. The overall impact to the 2007 RTP schedule is a delay of approximately three months, with adoption by the Board now expected in June 2007.

Recommendation

The Transportation and Regional Planning Committees are asked to recommend that the SANDAG Board of Directors approve the revised 2007 RTP work program and schedule.
Discussion

Attachment 1 is the updated 2007 RTP Schedule. Attachment 2 is the revised 2007 RTP Work Program, outlining the major tasks and timeframes associated with the 2007 RTP update. The contents of the work program have not changed, but the schedule has been adjusted to reflect reallocation of staff resources to the 2006 RTP update.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. Updated 2007 RTP Schedule
2. Revised 2007 RTP Work Program

Key Staff Contact: Michael Hix, (619) 699-1977, mhi@sandag.org
### 2007 Regional Transportation Plan Schedule - Updated 8/19/05

<table>
<thead>
<tr>
<th>MAJOR TASKS</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop/Review Issue Papers</td>
<td></td>
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<tr>
<td>Public Outreach</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Review Revenues and Costs</td>
<td></td>
<td></td>
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<tr>
<td>Update Land Use Forecasts</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Update Project Evaluation Criteria</td>
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<tr>
<td>Update Performance Indicators</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Alternatives Analysis</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Finalize RTP/EIR Scenarios</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Produce Draft RTP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Produce Draft EIR</td>
<td></td>
<td></td>
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<tr>
<td>Draft Final RTP</td>
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<td></td>
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</tr>
<tr>
<td>Adopt Final RTP</td>
<td></td>
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</tbody>
</table>
2007 RTP Updated Work Program
Updated August 19, 2005

1. **Establish Work Program** (April 2005)
   - 2007 RTP intended to be comprehensive and incorporate better land use and transportation coordination, as outlined in the RCP.
   - Review work program with SWG, RPTWG, CTAC (March/April 2005).
   - Take to the Transportation Committee/Regional Planning Committee (April 2005)
   - Adoption by Board of Directors (April 2005)

   - Incorporate RCP directives and Strategic Initiatives
   - Incorporate Caltrans RTP Supplement guidelines
   - Obtain direction from the Board of Directors for 2007 RTP

3. **Develop and Review Issue Papers** (September 2005 – September 2006). These reports will be reviewed by the advisory and policy committees. Attachment 3 discusses these topics and their content in more detail.

4. **Public Outreach and Involvement**
   - Subregional workshops (May 2006 and January 2007)
   - Mini-grants for outreach to minority/low income groups
   - Work with communications staff to schedule events and outreach products; bring results to Transportation Committee/Regional Planning Committee (ongoing).

5. **Update Revenue and Project Cost Projections, with improved operating forecasts**
   - Incorporate improved operating costs in the projections, as directed by Federal Highways and Federal Transit Administration after the 2003 RTP.
   - Select new base year to be used for 2007 RTP. Revise project costs and revenue forecasts for the Revenue Constrained and Reasonably Expected funding scenarios (May 2006).
   - Review project costs and revenue forecasts for the Revenue Constrained and Reasonably Expected funding scenarios, incorporating TransNet II and SAFETEA-LU. (August 2006).
6. **Incorporate Recommendations from Corridor/Subarea Studies/Deficiency Plans** (September 2006). These studies could possibly be summarized as an issue paper(s) and brought to the Working Groups for review.

- I-805 Corridor and Direct Access Ramp (DAR) study
- I-5 North Coast
- Central I-5 HOV analysis
- North South Transportation Corridor Analysis


- Create Capacity File for Existing Plans and Policies (August 2005)
- Generate New Existing Policies Forecast (December 2005)
- Use Smart Growth Land Use Concept Map from March 2006 to generate land use alternative(s) for 2007 RTP analysis (April 2006)
- Board of Directors accept Land Use Plan for use in the 2007 RTP (June 2006)


- Review/revise criteria with a focus on stronger linkage to Smart Growth development
- Explore potential Cost Effectiveness criteria to apply across all modes

9. **Update Performance Indicators for 2007 RTP**

- The performance indicators used to measure the success of transit and highway networks should be reevaluated and updated to be consistent with the goals and policy objectives of the Board of Directors (May 2006).
- Update base year and projected Levels of Service, travel time, speed, and other indicator data for the 2007 RTP (June – September 2006).

10. **Develop Network and/or Land Use Alternatives**

- Land Use and network alternatives need to be developed by June 2006. Recommended changes and analyses from the Independent Transit Planning Review need to be developed in time to meet these deadlines.

11. **Analyze Alternatives and Select Preferred Unconstrained Network for 2007 RTP** (June – September 2006)

- Perform travel forecasts
• Apply updated performance measures, such as overall LOS and average corridor travel times, to provide a grid of overall effectiveness of each alternative.

• Select Preferred Network; review with WGs, Committees and gain Board of Directors approval (September 2006).

12. **Create Final RTP and EIR Scenarios** (September – October 2006)
   - Create new Revenue Constrained and Reasonably Expected funding scenarios
   - Employ revised evaluation criteria to assist in project selection for 2007 RTP scenarios
   - Create EIR alternatives
   - Review with Working Groups and gain approval from Transportation Committee and Board

13. **Perform Air Quality (AQ) forecasts**
   - Address FTA/FHWA requirement for better documentation on SOV alternatives for AQ analysis
   - Follows the selection of the Revenue Constrained scenario of the preferred network alternative
   - AQ for 2007 RTP provided along with draft EIR (February 2007); revisions for final RTP (June 2007).

14. **Produce Draft RTP**
   - Preliminary drafts sent to Transportation Committee (November 2006)
   - 2007 RTP (January 2007)

15. **EIR Preparation**
   - Draft EIR (February 2007)
   - Final EIR (June 2007)

16. **Revised Draft Final RTP** (May 2007)

17. **Final RTP/EIR Adoption** (June 2007)

18. **Air Quality Conformity** (August 2007)
PILOT SMART GROWTH INCENTIVE PROGRAM – PROJECT APPROVAL

**Introduction**

On April 22, 2005, the SANDAG Board of Directors approved project evaluation criteria and program guidelines for the Pilot Smart Growth Incentive Program (SGIP), and authorized staff to issue a call for projects. That action authorized the first SANDAG funding program specifically designed to use transportation funds to encourage local land use decisions that support regional planning goals. This Pilot SGIP fulfills the recommendation for an incentive program proposed in SANDAG’s Regional Transportation Plan, MOBILITY 2030. It also is a precursor to the longer-term smart growth incentive program called for in the Regional Comprehensive Plan (RCP) that will be funded by the TransNet local sales tax extension.

As a pilot program, the SGIP was developed to perform two program functions. First, it is intended to identify public improvement projects that can facilitate smart growth land development and serve as examples of how smart growth principles can be implemented around the region. Second, it serves as a test of project selection and program administration processes for the future TransNet-funded incentive program.

SANDAG received 34 applications in response to a call for projects. This report discusses the projects received, and the process for evaluating those projects. It recommends 14 projects for funding, and explains the basis for the staff recommendation.

**Recommendation**

The Regional Planning and Transportation Committees are asked to approve the list of 14 projects and funding levels recommended in Attachment 1 of this report for Pilot Smart Growth Incentive Program funding, and to direct staff to prepare an amendment to the Regional Transportation Improvement Program identifying these projects for funding under the federal Transportation Enhancements Program.

**Discussion**

The call for projects for the Pilot SGIP was issued on May 9, 2005. The original notice indicated that $17 million in federal Transportation Enhancement funds was available for the program. However, the state subsequently increased its funding estimate for this program by $2.11 million, making a total of $19.11 million available for the program.

SANDAG received applications for 34 projects by the project submittal deadline, requesting over $46 million in funding. Applications were received from 11 cities, the County of San Diego, and the North County Transit District. The Metropolitan Transit System was a co-applicant on one application from the City of La Mesa.
One project application was determined to be non-responsive. The Paseo project, submitted by the City of San Diego, did not provide a resolution from the City Council authorizing the application. The remaining 33 project applications totaled over $44 million. When combined with the proposed $52 million in matching funds, these applications represented nearly $100 million in proposed improvements. Project applications ranged in size from the maximum allocation request of $2 million, to a low of $258,000.

**Project Evaluation Process**

The projects were evaluated by a panel that consisted of six volunteers from the Regional Planning Stakeholders Working Group (RPSWG), a volunteer from the San Diego Council of Design Professionals, and a SANDAG staff member (see Attachment 2). The panel represented a variety of interests and geographic locations around the region.

The projects were evaluated based on criteria that were established by the Board after extensive input from the Regional Planning Technical Working Group (RPTWG), the Cities/County Transportation Advisory Committee (CTAC), the RPSWG, the Regional Planning and Transportation Committees, and the Board (see Attachment 3). The criteria are divided into five categories, with the potential points awarded in each category up to the maximums shown in the table below.

<table>
<thead>
<tr>
<th>Evaluation Category</th>
<th>Total Points</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Project Readiness</td>
<td>15</td>
<td>10%</td>
</tr>
<tr>
<td>2. Smart Growth and Land Use Characteristics</td>
<td>55</td>
<td>38%</td>
</tr>
<tr>
<td>3. Quality of Proposed Project</td>
<td>40</td>
<td>27%</td>
</tr>
<tr>
<td>4. Matching Funds</td>
<td>15</td>
<td>10%</td>
</tr>
<tr>
<td>5. Low-Income Household Bonus</td>
<td>22</td>
<td>15%</td>
</tr>
<tr>
<td>Total</td>
<td>147</td>
<td>100%</td>
</tr>
</tbody>
</table>

Points for Project Readiness were awarded based on the number of milestones toward project development that the project had already met. The points for Smart Growth and Land Use Characteristics were awarded based on how well, in the judgment of the panel, the project area exemplified one of the seven smart growth place types described in the RCP. This category also included points awarded based on the intensity of development allowed in the project area. These points were awarded based on SANDAG’s 2010 forecasts of housing units and employment within a quarter-mile radius of the project. Projects were evaluated in comparison to the range of intensities that the RCP identified for each smart growth place type. The panel also judged the Quality of the Proposed Project based on how well the applicant proposed to implement improvements in five categories: pedestrian improvements, bicycle improvements, transit facility improvements, streetscape enhancements, and traffic calming. Matching Funds points were awarded proportionately: those applicants with the highest percentage of proposed matching funds received the full 15 points. The Low-Income Household Bonus was awarded to projects based on Board-adopted policy (Attachment 4) that granted these points to jurisdictions whose average household income was below the regional average.

Once evaluated, each project was ranked based on the average scores from all evaluators. The evaluation panel met to discuss the outcome of the scoring process, and to develop a consensus on the projects recommended for funding. There was strong agreement among the panel members on which projects to fund. Each panel member had ranked at least 10 of the top 14 projects on their individual list among the top 14 projects, and all the recommended projects were ranked in the top 14 by at least a majority of the evaluation panel members.
Project Recommendations

The 14 projects recommended for funding are shown in rank order in Attachment 1 of this report. When combined with their matching funds, these projects represent a total of over $44 million in improvements. As a group, they meet the broad goals for a pilot incentive program established in the RCP: that it fund “public infrastructure improvements for ‘ready-to-go’ projects that will demonstrate smart growth principles and serve as a catalyst for additional smart growth development in key locations.” In addition, the projects address objectives discussed by the policy advisory committees and Board during the program development process. An overview of how these goals and objectives are met is discussed below.

- The Projects are “Ready-to-Go.” Of the projects recommended for funding, six are scheduled for completion in 2006, according to the project applications. The remaining eight projects are scheduled for completion during 2007 through 2009. These projects will serve as models for future development and as demonstration projects for the longer term SGIP that will be funded through TransNet starting in 2009.

- The Projects Influence Land Development. The projects recommended for funding will influence land development in a positive manner by helping to create an environment that promotes smart growth principles. In addition, the Pilot SGIP demonstrates that there is a range of ways that such funding can influence development. For some projects, Pilot SGIP funding helps to close the funding gap for projects at more advanced stages of development, such as the Grossmont Trolley Station Pedestrian Enhancements in La Mesa and the Bird Rock Area Traffic Management Plan in the City of San Diego. For other projects, such as those located in National City (Fountain Plaza-Promenade, National City Boulevard Sidewalk and Streetlight Improvement, and National City Boulevard Median and Landscape Improvement), Pilot SGIP funding lays down the groundwork for smart growth by helping to create a more attractive environment for private investment in land development.

- The Projects Support Public Transit. All of the projects are in areas directly served by public transit, and four are associated with light rail transit stations or a major bus transit corridor. The top-rated project, the University Avenue Mobility Project, will enhance the busiest bus transit corridor in the region. Trolley stations at Grossmont Center, Palomar Street, Commercial Street, and the future Boulevard Transit Plaza all will see improvements in the station area.

- The Projects Support Housing Development. According to the project applications, the recommended projects will directly support 3,800 units of new housing development, approximately 11 percent of which would be affordable housing.

- The Projects Demonstrate Smart Growth in a Variety of Settings. The projects recommended for funding are distributed through every subregional area except the North County Coastal and the unincorporated areas. Two are located in East County, three are located in South County*, one is located in North County Inland, and eight are located in the Central area. The recommended projects also are located in areas exemplifying five of the seven smart growth place types in the RCP: Metropolitan Center, Urban Center, Town Center, Community Center, and Transit Corridor.

* The three National City projects are being considered as one project in this description.
The Program Provides a Learning Experience. One of the objectives of the Pilot SGIP was to gain experience in using transportation funds as an incentive for smart growth development. This will be an ongoing process. We will begin by soliciting comments from the review panel and applicants about the application process. The initial feedback from the evaluation panel has been positive. We will also monitor the progress of the approved projects and their impact on their communities as they move toward completion. A thorough report on lessons learned and on progress in developing the long-term TransNet-funded incentive program will be brought back to the Transportation Committee and Regional Planning Committee later in the fiscal year.

The last three projects on the list received identical average scores of 86 points. They include the Old Palm Avenue streetscape improvements in Imperial Beach, median and landscape improvements on National City Boulevard in National City, and the Maple Street pedestrian plaza in Escondido. Funding all three of these projects at the levels requested would require $1,591,000 more than is available in the program. The evaluation panel discussed alternatives to resolving this problem and recommended reduced funding for each. The panel felt the three National City projects recommended for funding really are components of improvement plans for one area and therefore should be treated as one project. As such, National City should be limited to the $2 million maximum funding level in the program. National City staff indicated they can accommodate a lower level of funding by reducing the number of blocks improved in the sidewalk and street lighting project from nine to six and one half. Staff from Escondido and Imperial Beach indicated they could accommodate this lower funding level by identifying other funds to make up the difference. All three of these changes are subject to the approval of the respective city councils. The staff recommendation for the Pilot SGIP is therefore contingent upon these actions being approved by the cities of National City, Imperial Beach, and Escondido.

Next Steps

Following approval of a list of projects, staff will contact the successful applicants and assist them with the process of including their projects in the Regional Transportation Improvement Program (RTIP) as Transportation Enhancement (TE)-funded projects, and in the State Transportation Improvement Program (STIP). Each applicant will be required to submit a separate TE application for review and approval by the California Transportation Commission. Obtaining a STIP approval typically is a 90-day process at a minimum. Following the STIP amendment, successful applicants would be able to begin working with the Caltrans Office of Local Assistance to receive authorization to begin their projects. Throughout the project funding and development process, SANDAG staff will be involved to provide technical assistance and to monitor project development to ensure the projects are completed as proposed.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments:  1. Pilot Smart Growth Incentive Program Funding Recommendations
               2. Pilot Smart Growth Incentive Program Evaluation Panel
               3. Pilot Smart Growth Incentive Program Project Evaluation Criteria
               4. Board Memorandum dated February 25, 2005

Key Staff Contact: Stephan Vance, (619) 699-1924, sva@sandag.org
## Pilot Smart Growth Incentive Program Funding Recommendations

<table>
<thead>
<tr>
<th>No.</th>
<th>Project Name</th>
<th>Sponsoring Jurisdiction</th>
<th>Project Summary</th>
<th>Score</th>
<th>Total Project Cost</th>
<th>Funds Requested</th>
<th>Recomm. Funding</th>
<th>Project Completion Date</th>
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</table>
| 1   | University Avenue Mobility Project-Phase I | City of San Diego      | **Project:** Improvements along University Avenue transit corridor in North Park: University Ave. from Florida St. to Boundary St., Lincoln Ave. from Utah St. to 32nd St., and North Park Way from 30th St. to 32nd St. landscaped/painted medians, restripe University Ave., pedestrian popouts, new traffic signals, enhanced pedestrian crossings with/pavement flashers, pedestrian countdown signal heads, relocation of parking to side streets, new bike racks, enhanced North Park street name signs.  
**Setting:** This project serves a major transit corridor with the region’s most frequent bus service where 286 housing units are under development, including the City of Villages North Park Theater Pilot Project. The community plan encourages mixed use development with residential densities of at least 75 dwelling units per acre. | 108   | $2,550,000        | $2,000,000        | $2,000,000      | January 2009     |
| 2   | Park Boulevard at Harbor Drive Pedestrian Bridge | City of San Diego | **Project:** Construction of a pedestrian bridge to serve as a grade-separated pedestrian crossing of Harbor Drive.  
**Setting:** The project area includes downtown San Diego’s East Village Ballpark District where anticipated adjacent development will include residential towers with up to 1,500 dwelling units and 300,000 square feet of retail space. | 105   | $13,000,000       | $2,000,000        | $2,000,000      | September 2006   |
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<tr>
<td>3</td>
<td>Grossmont Trolley Station Pedestrian Enhancements</td>
<td>City of La Mesa/Metropolitan Transit System</td>
<td><strong>Project:</strong> Grossmont Trolley station pedestrian improvements including a tower with 2 elevators and stairs to a bridge that will enable pedestrians/transit users to access employment and entertainment centers at the top of the hill. <strong>Setting:</strong> This is a developing urban center at a major suburban light rail hub with primarily retail and medical uses, and planned residential development under a joint-use agreement with MTS. Station area development will include 527 residential units.</td>
<td>103</td>
<td>$4,700,000</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
<td>2008</td>
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<tr>
<td>4</td>
<td>Washington/Goldfinch Intersection Pedestrian Improvement Project</td>
<td>City of San Diego</td>
<td><strong>Project:</strong> Pedestrian popouts, enhanced crosswalks/sidewalks, lighted bollards, trees, shrubs, ground cover, transit shelter, bike racks, enhanced paving in the median, upgraded traffic signals on all four corners. <strong>Setting:</strong> A community center with recent mixed-use development, this project will serve the Paseo de Mission Hills, which will provide 69 housing units, ground-floor retail, and a variety of public improvements that will be coordinated with the intersection improvements.</td>
<td>102</td>
<td>$928,000</td>
<td>$684,000</td>
<td>$684,000</td>
<td>December 2006</td>
</tr>
<tr>
<td>5</td>
<td>Bird Rock Area Traffic Management Plan</td>
<td>City of San Diego</td>
<td><strong>Project:</strong> Improvements in the Bird Rock neighborhood including five modern roundabouts, a raised landscaped median, diagonal parking, new pedestrian crossings and sidewalks, and transit facility and pedestrian improvements. <strong>Setting:</strong> Bird Rock is a community center served by two bus lines where current development projects should increase densities to 25-30 units per acre. 139 condominium units are being constructed along the project.</td>
<td>100</td>
<td>$4,385,000</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
<td>September 2006</td>
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<td>No.</td>
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<td>6</td>
<td>Palomar Gateway Community Transit Area Project</td>
<td>City of Chula Vista</td>
<td><strong>Project</strong>: Street improvements along Palomar St. and Industrial Blvd., improvements to the Palomar Transit Station and its environs. <strong>Setting</strong>: This community center is at the Blue Line's Palomar Street Trolley Station with bus service as high as 10 buses per hour. The Chula Vista General Plan update will allow low- to mid-rise residential development between 18-50 dwelling units per acre. Planned mixed-use development at the project area will provide 316 additional housing units.</td>
<td>96</td>
<td>$2,375,000</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
<td>January 2007</td>
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<tr>
<td>7</td>
<td>Fountain Plaza-Promenade</td>
<td>City of National City</td>
<td><strong>Project</strong>: Construction of a central square for outdoor markets and fairs, including installation of a fountain, streetlights, landscaping, benches, and bicycle facilities, in downtown National City. <strong>Setting</strong>: This project is in the National City Town Center where the &quot;form-based&quot; Downtown Specific Plan allows commercial and residential uses with housing densities from 45-85 dwelling units per acre. The area is served by both local and regional buses and is within 1/4-mile of a Blue Line trolley station.</td>
<td>95</td>
<td>$516,000</td>
<td>$258,000</td>
<td>$258,000</td>
<td>August 2006</td>
</tr>
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<td>8</td>
<td>Allison Avenue-University Avenue Pedestrian Enhancements</td>
<td>City of La Mesa</td>
<td><strong>Project</strong>: Improvements to the pedestrian environment along Allison and University Aves. within downtown La Mesa, including upgraded sidewalks, crosswalks, street trees, lighting, and transit stop improvements. <strong>Setting</strong>: This project is at the hub of the La Mesa town center, served by an Orange Line trolley station. It is also along a transit corridor. Current residential development ranges up to 50 dwelling units per acre. Planned development will intensify and increase the mix of uses in the area.</td>
<td>94</td>
<td>$3,156,000</td>
<td>$1,994,000</td>
<td>$1,994,000</td>
<td>September 2007</td>
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<td>No.</td>
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<td>8</td>
<td>Mid-City Urban Trail &amp; SR 15 Bikeway</td>
<td>City of San Diego</td>
<td><strong>Project:</strong> Pedestrian and bicycle right-of-way improvements along the I-15 corridor in Mid-City San Diego, including widened pedestrian paths, pedestrian lighting, street furniture, wayfinding and bikeway signage, bikeway striping, and signal improvements. <strong>Setting:</strong> This Mid-City town center is also served by a major transit corridor, and includes the City of Villages Boulevard Marketplace Pilot Village. The trail system will serve 386 planned residential units.</td>
<td>94</td>
<td>$2,966,000</td>
<td>$1,600,000</td>
<td>$1,600,000</td>
<td>December 2009</td>
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<tr>
<td>9</td>
<td>Commercial Street Streetscape Project</td>
<td>City of San Diego</td>
<td><strong>Project:</strong> New sidewalks, curbs, street trees, lighting, street furniture, traffic calming devices, a gateway element, and public plazas around the perimeter of a proposed mixed-use/mixed-income development in Logan Heights. <strong>Setting:</strong> This community center is focused around the Commercial Street Orange Line trolley station. The project will serve a mixed-use development with 39,300 square feet of commercial space and 263 housing units (68 units per acre) that are primarily affordable rental units.</td>
<td>91</td>
<td>$1,800,000</td>
<td>$1,500,000</td>
<td>$1,500,000</td>
<td>June 2009</td>
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<tr>
<td>10</td>
<td>National City Boulevard Sidewalk and Street Lighting Improvement Project</td>
<td>City of National City</td>
<td><strong>Project:</strong> Rehabilitation of a 6½ block area of National City Blvd., including replacement of sidewalks, installation of decorative streetlights, trees, tree grates, shrubbery, and bus benches. <strong>Setting:</strong> This project is in the National City Town Center where the &quot;form-based&quot; Downtown Specific Plan allows commercial and residential uses with housing densities from 45-85 dwelling units per acre. The area is served by both local and regional buses and is within ¼-mile of a Blue Line trolley station.</td>
<td>90</td>
<td>$3,280,000</td>
<td>$2,000,000</td>
<td>$1,022,000</td>
<td>October 2006</td>
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<td>No.</td>
<td>Project Name</td>
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| 12  | Old Palm Avenue Streetscape Improvement Project  | City of Imperial Beach  | **Project:** Pedestrian-oriented enhancements including widened/upgraded sidewalks and crosswalks, improved landscaping, street furnishing and signage, traffic calming features in a 2-3 block area along Palm Ave. between Seacoast Dr. and 3rd St.  
**Setting:** Old Palm Avenue is a community center that combines residential, commercial and retail uses, and is served by three bus routes. Allowable residential density is up to 29 dwelling units per acre. Ten residential units were recently constructed, and there is capacity for an additional 108. | 86    | $2,000,000        | $1,000,000       | $685,000       | December 2006 |
| 13  | National City Boulevard Median and Landscape Improvement Project | City of National City | **Project:** Installation of medians and landscaping on National City Blvd. from 7th St. to Division St. to improve traffic safety and the visual appeal of the street.  
**Setting:** This project is in the National City Town Center where the "form-based" Downtown Specific Plan allows commercial and residential uses with housing densities from 45-85 dwelling units per acre. The area is served by both local and regional buses and is within ¼-mile of a Blue Line trolley station. | 86    | $1,440,000        | $720,000        | $720,000       | October 2006  |
| 14  | Maple Street Pedestrian Plaza Project            | City of Escondido       | **Project:** Reconstruction of a two-lane through street into a short two-lane cul-de-sac ending in a large pedestrian plaza.  
**Setting:** This project is in Escondido's town center, which is the traditional retail core area and the site of significant civic and cultural facilities. High-frequency local transit service connects to the future Sprinter Station at the Escondido Transit Center ½-mile away. 142 proposed condominium units would be served by the project. | 86    | $1,100,000        | $945,000        | $647,000       | July 2008       |
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| 15  | 25th Street Renaissance Project            | City of San Diego       | **Project:** Revitalization of a six-block area of 25th St., north of I-94, including pedestrian amenities, traffic calming, streetscape improvements, and parking.  
**Setting:** 25th St. is planned as a community center for Golden Hill. It is primarily a commercial area currently served by three bus routes. The surrounding community is primarily residential at an average of 29 dwelling units per acre. | 85    | $1,589,000        | $1,425,000 | -               | December 2009       |
| 16  | Grand Avenue / El Mercado Project         | City of Escondido       | **Project:** Pedestrian lighting on Grand Ave. through the downtown area, reconstruction of Grand Ave. from Centre City to Quince in the Mercado area to include decorative paving and sidewalks.  
**Setting:** El Mercado is within the Escondido town center. Grand Avenue is served by three routes with 15-minute service to the Escondido Transit Center. Residential densities up to 45 dwelling units per acre are allowed. | 85    | $1,600,000        | $1,320,000 | -               | July 2008            |
| 17  | Reo Drive Revitalization Project-Phase II Improvements | City of San Diego       | **Project:** Rehabilitation of a one-block commercial strip including widening Reo Dr. for installation of enhanced crosswalks, bus pads, diagonal parking, pedestrian-oriented street lights, new sidewalks, enhanced landscaping and shade trees, ADA-compliant pedestrian ramps and curb enhancements.  
**Setting:** This Skyline-Paradise Hills community has begun a revitalization process aimed at creating a commercially-oriented community center. It is served by two local bus routes. Allowable residential densities are up to 15 dwelling units per acre. | 84    | $939,563          | $447,282  | -               | June 2007            |
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| 18  | H Street Transit Corridor Project         | City of Chula Vista     | **Project:** Beautification and improvements to pedestrian facilities along H St. between 3rd Ave. and Broadway.  
**Setting:** H St. is a planned transit corridor that serves a connector between east and west Chula Vista, and is planned to carry BRT service. Chula Vista’s Urban Core Specific Plan calls for residential densities up to 60 dwelling units per acre along the corridor.                                                                                                               | 84    | $2,300,000        | $2,000,000      | -                 | November 2006        |
| 19  | San Ysidro Pilot Village Corridor Project | City of San Diego       | **Project:** Transportation and streetscape improvements including bicycle lanes, sidewalk widening, pedestrian ramps, planters, trees, street furniture, median landscape, and other improvements.  
**Setting:** This is the Mi Pueblo Pilot Village in the City’s City of Villages program. This community center is served by two bus routes. Residential densities are expected to be 70-75 dwelling units per acre.                                                                                     | 82    | $2,268,851        | $2,000,000      | -                 | March 2008            |
| 20  | Inland Rail Trail (Oceanside-to-Escondido) Project-Phase II | City of San Marcos     | **Project:** Construction of a one-mile segment of the Oceanside to Escondido Rail Trail bicycle path, in San Marcos.  
**Setting:** This section of rail trail would be in a suburban setting between Sprinter stations, serving primarily single family residential development.                                                                                                                                                                                                                                                 | 80    | $5,600,000        | $1,500,000      | -                 | March 2007            |
| 21  | Rose Creek Bicycle Path and Pedestrian Bridge | City of San Diego     | **Project:** A 280-foot-long pedestrian and bicycle bridge across Rose Creek in Mission Bay Park, and pedestrian and Class I bicycle trails leading to the bridge.  
**Setting:** The project lies outside and parallel to the Grand Avenue transit corridor. The immediate setting is Mission Bay Park, but it is surrounded by the relatively high-density beach communities of Mission Beach and Pacific Beach. There is no direct transit connection.                                                                                                                      | 77    | $3,100,000        | $2,000,000      | -                 | December 2007         |
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<tr>
<td>22</td>
<td>Balboa Avenue Corridor Improvements Project- Phase I</td>
<td>City of San Diego</td>
<td><strong>Project:</strong> Traffic calming features and raised and landscaped medians, addition of two signalized intersections, reconfiguration of Balboa Ave., and other improvements. <strong>Setting:</strong> The project connects two proposed community centers that currently consist of auto-oriented retail development and a mixture of single- and multi-family residential development.</td>
<td>76</td>
<td>$6,000,000</td>
<td>$2,000,000</td>
<td>-</td>
<td>December 2007</td>
</tr>
<tr>
<td>23</td>
<td>Streetscape II Project</td>
<td>City of Encinitas</td>
<td><strong>Project:</strong> Improvements to Hwy 101 between F St. and the entrance to Swami’s Beach Park, including curb, gutter, and sidewalk improvements, landscaped corner safe crossings, street furniture and lighting, increased parking. <strong>Setting:</strong> This streetscape project lies within the downtown Encinitas community center. The project area includes the Lumberyard Shopping Center, and is near the Encinitas Civic Center and Encinitas Transit Station. Planned residential density will reach 20 to 25 units in the surrounding area.</td>
<td>74</td>
<td>$3,105,000</td>
<td>$300,000</td>
<td>-</td>
<td>April 2006</td>
</tr>
<tr>
<td>24</td>
<td>Solana Beach Mixed Use Development</td>
<td>North County Transit District</td>
<td><strong>Project:</strong> Lighted walkways, improved signage, additional benches and sidewalks, covered pedestrian path from parking structure to platform, specialized bike facilities, doubling of drop-off zones, and dedicated bus parking space for NCTD Route 308. <strong>Setting:</strong> The Solana Beach Train Station project is a mixed-use development that will serve the LOSSAN rail corridor and two bus routes. The project includes 141 residential rental units, live/work units, retail, and office space, with three underground parking structures. Residential density will increase from 0 to 52 units per acre.</td>
<td>73</td>
<td>$3,400,000</td>
<td>$2,000,000</td>
<td>-</td>
<td>June 2009</td>
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<td>No.</td>
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| 25  | San Luis Rey Transit Center at North River Village | North County Transit District | **Project:** Construction of transit center and public improvements such as sidewalks, landscaping, pedestrian and bike facilities.  
**Setting:** North River Village is planned as a mixed-use development that includes the proposed San Luis Rey Transit Center, 133 townhomes, and 13,684 square feet of retail and office space. | 70    | $6,000,000        | $2,000,000       | -               | September 2007    |
| 26  | Coastal Rail Trail Project                       | City of San Diego       | **Project:** Construction of a 20-mile-long portion of the Coastal Rail Trail bicycle facility between Del Mar and downtown San Diego.  
**Setting:** This is part of a larger multi-jurisdictional bikeway project along the coast in the cities of Oceanside, Encinitas, Solana Beach, Carlsbad, Del Mar, and San Diego. This portion of the trail will serve the Sorrento Valley Coaster. | 61    | $1,712,900        | $1,000,000       | -               | August 2010       |
| 27  | San Diego River Bike Path Linkages               | City of San Diego       | **Project:** Rio Courtyard/River Run bike path linkage - construction of a bridge over a drainage channel to link bike path segments in Mission Valley.  
**Setting:** This is part of a larger project in Mission Valley that will link gaps in an existing regional bikeway. One of the linkages will link the Rio Vista and Fenton Marketplace trolley stations. | 61    | $1,402,000        | $371,000         | -               | August 2007       |
| 28  | Alvarado Canyon Road Realignment Project         | City of San Diego       | **Project:** Realignment of Alvarado Canyon Road to improve bike, pedestrian, bus, and trolley access in and around Grantville.  
**Setting:** This project will serve the recently constructed Grantville Trolley Station and the Grantville Redevelopment Area, which anticipates residential densities of up to 20 units per acre near the new trolley station. | 58    | $6,300,000        | $2,000,000       | -               | December 2009     |
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| 29  | SR 75/282 Toll Removal Mitigation Measure Project | City of Coronado       | **Project:** A metering system for traffic entering Coronado from the bridge, traffic signals, sidewalk bulbouts, and enhanced landscaping along the corridor.  
**Setting:** This project results from the removal of the toll on the San Diego-Coronado Bridge in 2002. The project area is served by four bus routes. Negotiations are underway for development of 30 high-density, low-income senior housing units within two blocks of the project area. | 57    | $2,800,000        | $700,000        | -              | 2009                   |
| 30  | City of Santee Bike Path/ Walkway                | City of Santee          | **Project:** Construction of a bike path, sidewalk, and landscaping within the Cuyamaca St. right-of-way.  
**Setting:** This project will serve planned mixed-use developments specified in Santee’s Town Center Specific Plan, including an entertainment complex, office buildings, and multi-family housing. Planned residential density will reach 30 units per acre on specific sites. The project will be located within ¼-mile of the MTS Transit Station. | 55    | $2,233,800        | $1,000,000      | -              | September 2007         |
| 31  | Sweetwater Springs Boulevard Sidewalks           | County of San Diego     | **Project:** Construction of sidewalks and installation of street lighting along portions of Sweetwater Springs Blvd. in Spring Valley.  
**Setting:** This community center includes residential and commercial uses, and two schools. The project is served by one bus route.                                                                                                                                  | 53    | $935,000          | $390,000        | -              | December 2005            |
| 32  | Stage Coach Lane Sidewalks at Fallbrook High School | County of San Diego   | **Project:** Construction of a curb, gutter, and sidewalk on the south side of South Stage Coach Lane in front of Fallbrook High School.  
**Setting:** This project will directly serve Fallbrook High School, and the Fallbrook Smart Growth Opportunity Area, a rural community within an unincorporated area of the county. The project is served by a nearby bus route.         | 39    | $1,400,000        | $700,000        | -              | June 2006               |
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<tbody>
<tr>
<td>33</td>
<td>Santee Trolley Square Raised Pedestrian Crossing</td>
<td>City of Santee</td>
<td><strong>Project:</strong> A raised pedestrian crossing between the MTS Transit Center in Santee Trolley Square and a future mixed-use development site. <strong>Setting:</strong> This project will be located in Santee's town center, adjacent to the MTS transit station located in Santee Trolley Square. Planned residential density will reach 30 units per acre on specific sites in the area surrounding the project.</td>
<td>37</td>
<td>$343,400</td>
<td>$343,400</td>
<td>-</td>
<td>June 2007</td>
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**Total for Recommended Projects**

- $44,196,000
- $20,701,000
- $19,110,000

**Grand Total**

- $97,225,514
- $44,197,682
- $19,110,000
PILOT SMART GROWTH INCENTIVE PROGRAM EVALUATION PANEL

Elaine Cooluris  Regional Planning Stakeholders Working Group
Todd Henderson  Regional Planning Stakeholders Working Group
Kathy Keehan  Regional Planning Stakeholders Working Group
Ron Pennock  Regional Planning Stakeholders Working Group
Don Preis  Regional Planning Stakeholders Working Group
Kevin Reese  Regional Planning Stakeholders Working Group
Steve Silverman  Council of Design Professionals
Sandy Smith  Regional Planning Stakeholders Working Group
Stephan Vance  SANDAG staff
Pilot Smart Growth Incentive Program

Attachment 3

Project Evaluation Criteria

I. Project Screening Criteria

Project screening criteria are meant to ensure the applicant is committed to the project, that the community supports it, and that it can be constructed within the schedule proposed. These criteria must be met in order for the project to be evaluated further.

A. Local Commitment/Authorization

The application must include a resolution or minute order from City Council, County Board of Supervisors, or Board of Directors authorizing the application, and committing to allocate the staff resources and matching funds necessary to complete the project as proposed.

B. Funding Commitment

The applicant must certify that funding for related improvements are in place to ensure the proposed project can be completed within the schedule proposed in the project application.

C. Funding Eligibility

The project must be eligible under the federal funding program guidelines.

II. Project Evaluation Criteria

Project evaluation criteria are used to score and rank projects. These criteria are based on the requirements of the funding source, and the goals of the Smart Growth Incentive Program.

<table>
<thead>
<tr>
<th>Max. Points</th>
<th>Weight</th>
<th>Max. Score</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

A. Project Readiness

To ensure the proposed projects can comply with the state's timely use of funds requirements, projects will be scored based on the how close they are to beginning construction.

<table>
<thead>
<tr>
<th>Level of Project Development</th>
<th>Feasibility Study</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Projects receive 1 point for each completed phase to a maximum of 5 points)</td>
<td>Preliminary Engineering</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Environmental Clearance</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Right-of-way Acquisition</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Final Design</td>
<td>1</td>
</tr>
</tbody>
</table>

B. Smart Growth Area Land Use Characteristics

To encourage projects in smart growth development areas, and to evaluate how well they support smart growth development, the proposed projects are scored based on the intensity of development, the diversity of land uses, the quality of urban design in the project area, the provision of additional housing in general and affordable housing in particular.

1 Intensity of Development (0-5 points)

To what extent does the existing or planned project area meet the residential density levels identified in the RCP for its smart growth area type? Project areas at the minimum dwelling units per acre receive 1 point, and areas at the recommended upper end of the range receive 5 points.

2 Land Use and Transportation Characteristics of Project Area (0-5 points)

How well does the existing or planned urban form in the project area meet the smart growth objectives of the RCP? Maximum points are given for areas that have, or are planned to have, a mix of residential and commercial uses appropriate to its smart growth area type, and have the appropriate transportation system characteristics.

3 Urban Design Characteristics of Project Area (0-5 points)

How well does the existing or planned urban design in the project area conform to the smart growth design principles in the RCP? Maximum points are given for areas where the existing built environment, or the design standards for new construction provides a human-scale built environment. The street network and trail system should provide direct access to commercial and civic services, recreational opportunities, and transportation services. Building construction should be oriented to the pedestrian. Street design should accommodate bicyclists and pedestrians, including transit passengers.

4 Related Land Development Projects (0-5 points)

Is there a current land development project associated with the proposed capital improvements? How well does it contribute to smart growth development by providing additional housing in the area?

5 Affordable Housing1 (0-5 points)

Does the project serve affordable (subsidized) housing? How much additional affordable housing is provided?
## II. Project Evaluation Criteria (cont’d)

<table>
<thead>
<tr>
<th>C. Quality of Proposed Project.</th>
<th>Max. Points</th>
<th>Weight</th>
<th>Max. Score</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Pedestrian Access</strong></td>
<td>5</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>Improvements (0-5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>To what extent does the project improve pedestrian access to a regional transit station, transit corridor, or rural village center? Maximum points should be awarded to projects that connect people to activity centers (especially transit) following the design principles in SANDAG’s Planning and Designing for Pedestrians.</td>
<td></td>
<td></td>
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<tr>
<td><strong>2. Bicycle Access</strong></td>
<td>5</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Improvements² (0-5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>To what extent does the project improve bicycle access to, and secure parking at a regional transit station, transit corridor, or rural village center? Maximum points should be awarded to projects that provide seamless bicycle access to the areas activity centers, and include secure bicycle parking.</td>
<td></td>
<td></td>
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<tr>
<td><strong>3. Transit Facility</strong></td>
<td>5</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>Improvements (0-5 points)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>To what extent does the project improve the transit patron environment at transit stations, along transit corridors, or at access points immediately adjacent to the transit facility?</td>
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<td></td>
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<tr>
<td><strong>4. Streetscape</strong></td>
<td>5</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Enhancements (0-5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>How well does the project include public art elements, public seating, pedestrian-scale lighting, enhanced paving or wayfinding signage?</td>
<td></td>
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<tr>
<td><strong>5. Traffic Calming</strong></td>
<td>5</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Features (0-5 points)</td>
<td></td>
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<tr>
<td>How well does the project include one or more of the traffic calming features recommended in Planning and Designing for Pedestrians?</td>
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<tr>
<td><strong>6. Parking</strong></td>
<td>5</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Improvements (0-5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>How well does the project provide appropriate levels of auto access to regional transit and the related project area without detracting from the quality of public spaces, and without detracting from transit, bicycle and pedestrian circulation?</td>
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</tbody>
</table>

### D. Matching Funds

| Matching Funds (0-15) | The higher the percentage of matching funds, the greater the number of bonus points the project will receive. | 15 |

**PROJECT SCORE SUBTOTAL**

**125**

### E. Low Income Household Bonus Points³ (15 percent of Total Score)

**22**

**TOTAL SCORE**

**147**

### Notes

¹Affordable housing is defined as income- or price-controlled housing. See the program guidelines for details.

²All bicycle facility improvements must comply with the requirements of the California Highway Design Manual, Chapter 1000.

³Low income household bonus points awarded per SANDAG Board policy (dated 2/25/05) to National City, El Cajon, Imperial Beach, Lemon Grove, La Mesa, Escondido, Vista, Chula Vista, San Diego, and San Marcos.
February 25, 2005

TO: SANDAG Board of Directors
FROM: Mayor Lori Pheifer, Mayor Steve Padilla, and Councilmember Jim Madaffer
SUBJECT: Agenda Item No. 12 – Final Regional Housing Needs Assessment (RHNA)

Our regional housing needs are significant – both now and in the future. Addressing these needs is often a complex process when dealing with the varied interests of the cities in our region. We are committed to doing everything we can to address our regional housing needs. Recognizing the differences between the cities, we are proposing an incentive-based compromise to the RHNA Modified Alternative 1. Simply put, for those cities that are willing and able to accommodate additional housing, those cities should be compensated through incentives that would help improve existing as well as future infrastructure.

We recommend the Board approve Modified Alternative 1, with the following provisions:

1. Jurisdictions whose 1999 lower income households as a percentage of total households is estimated to be greater than the regional average (Attachment 2, Column 1) shall receive 15 bonus points (out of 100 possible) for projects requesting funding through the Pilot Smart Growth Incentive Program. (This would include National City, El Cajon, Imperial Beach, Lemon Grove, La Mesa, Escondido, Vista, Chula Vista, San Diego, and San Marcos.)

2. In addition to the current Pilot Smart Growth Incentive Program, for all future discretionary funding allocated to local agency projects by SANDAG (following the adoption by jurisdictions of housing elements for 2005-2010), the following criteria shall apply:

   a. In order to qualify for such funding, a jurisdiction will be required to demonstrate that they are in compliance with provisions of their adopted housing element which set forth their commitment to providing adequate multi-family zoned land or other actions necessary to accommodate their share of lower income housing under the adopted RHNA.

   b. Incentive points (a minimum of 25 points out of 100 possible) will be given to projects in jurisdictions in which lower income housing units are being produced in accordance with the housing unit figures contained in Alternative 3 (Attachment 2, Column 13).

   c. In order to verify compliance with these provisions, each jurisdiction shall annually submit a report to SANDAG indicating their progress in complying with requirements of their housing element, as well as actual production of housing units within their jurisdiction by income category, during the preceding year.