MEETING NOTICE AND AGENDA

JOINT MEETING OF THE REGIONAL PLANNING TECHNICAL WORKING GROUP, CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE, AND REGIONAL HOUSING WORKING GROUP

The Regional Planning Technical Working Group, Cities/County Transportation Advisory Committee, or Regional Housing Working Group may take action on any item appearing on this agenda.

Thursday, April 12, 2012

11:45 a.m. to 1:15 p.m.*

*This meeting is not the regularly scheduled monthly meeting for these groups. This meeting is a voluntary opportunity to provide input into the upcoming TransNet Smart Growth Incentive Program Guidelines.

SANDAG, Board Room
401 B Street, Suite 800
San Diego, CA 92101-4231
Lunch Provided

Staff Contact: Christine Eary
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AGENDA HIGHLIGHTS

- TransNet SMART GROWTH INCENTIVE PROGRAM UPDATE AND TIMELINE
- POTENTIAL UPDATES

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To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
ITEM #  | RECOMMENDATION
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1. **WELCOME AND INTRODUCTIONS** | INFORMATION
   - SANDAG is preparing for the upcoming FY11-FY12-FY13 call for projects for the TransNet Smart Growth Incentive Program. The purpose of this meeting is to review program objectives and criteria from the last funding cycle, and discuss potential updates.

2. **PUBLIC COMMENT** | INFORMATION
   - Members of the public will have the opportunity to address the Regional Planning Technical Working Group (TWG), Cities/County Transportation Advisory Committee (CTAC), or the Regional Housing Working Group (RHWG) on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person.

3. **TransNet SMART GROWTH INCENTIVE PROGRAM UPDATE AND TIMELINE** | INFORMATION
   - Staff will discuss the timeline for updating the program guidelines, in preparation for the upcoming call for projects.

+4. **REVIEW OF FY09-FY10 TransNet SMART GROWTH INCENTIVE PROGRAM OBJECTIVES AND CRITERIA** | INFORMATION
   - Staff will describe the program objectives and criteria used in the last call for projects.

5. **POTENTIAL UPDATES** | DISCUSSION
   - Staff will discuss potential updates to the program objectives and scoring criteria for the upcoming call for projects.

6. **NEXT STEPS** | INFORMATION
   - Staff will provide details on the next steps associated with releasing the call for projects.

+ next to an item indicates an attachment
REVIEW OF FY09-FY10 TransNet SMART GROWTH INCENTIVE PROGRAM OBJECTIVES AND CRITERIA

FY09 - FY10 PROGRAM OBJECTIVES

1. The projects should be “ready to go” and serve as catalysts for further smart growth development.

2. The projects should influence land development by improving the public realm and encouraging private smart growth projects that, in combination, create great places. The projects should contribute to the reduction of greenhouse gas emissions by encouraging travel by means other than private automobile. In particular, the projects should support public transit usage by being located in areas served by transit, and improving access to transit.

3. The projects should support housing development.

4. The projects should provide model examples of smart growth in a variety of settings in the region.

Attachments 1. Smart Growth Incentive Program Capital Project Evaluation Criteria Matrix  
2. Smart Growth Incentive Program Planning Project Evaluation Criteria

Key Staff Contact: Christine Eary, (619) 699-6928, Christine.Eary@sandag.org
## Smart Growth Incentive Program
### Capital Project Evaluation Criteria Matrix

<table>
<thead>
<tr>
<th>Points</th>
<th>Points Possible</th>
<th>Weight</th>
<th>Score</th>
<th>% of Score</th>
<th>% of Score</th>
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### A. Intensity of Planned Development in the Project's Smart Growth Opportunity Area (maximum 6 points)*

- For Metropolitan Center, Urban Centers/Town Centers
  - 3 Exceeds minimum residential requirements by 100% or more
  - 2 Exceeds minimum residential requirements by 50-99%
  - 1 Exceeds minimum residential requirements by 25-49%
  - 3 Exceeds minimum employment requirements by 100% or more
  - 2 Exceeds minimum employment requirements by 50-99%
  - 1 Exceeds minimum employment requirements by 25-49%
  
  **AND**
  
  - For Community Centers, Rural Villages, Mixed-Use Transit Corridor
    - 6 Exceeds minimum residential requirements by 100%
    - 4 Exceeds minimum residential requirements by 50-99%
    - 2 Exceeds minimum residential requirements by 25-49%

  **OR**

  Where a specific plan, master EIR, or other mechanism allows for administrative approval of development projects, add 4 points

  | 3 | 2 | 12 | 24% |

### B. Existing and Entitled Land Development Around the Proposed Capital Project

1. **Existing Development Density within ¼ mile radius of proposed capital project site (maximum 6 points)*

   - For Metropolitan Center, Urban Centers & Town Centers
     - 3 Exceeds minimum residential requirements by 100% or more
     - 2 Exceeds minimum residential requirements by 50-99%
     - 1 Exceeds minimum residential requirements by 25-49%
     - 3 Exceeds minimum employment requirements by 100% or more
     - 2 Exceeds minimum employment requirements by 50-99%
     - 1 Exceeds minimum employment requirements by 25-49%

     **AND**

     - For Community Centers, Rural Villages, Mixed-Use Transit Corridors
       - 6 Exceeds minimum residential requirements by 100%
       - 4 Exceeds minimum residential requirements by 50-99%
       - 2 Exceeds minimum residential requirements by 25-49%

     **OR**

     | 3 | 1 | 6 | 2% |

2. **Entitled Development Density within ¼ mile radius of proposed capital project site (maximum 6 points)*

   - For Metropolitan Center, Urban Centers/Town Centers
     - 3 Exceeds minimum residential requirements by 100% or more
     - 2 Exceeds minimum residential requirements by 50-99%
     - 1 Exceeds minimum residential requirements by 25-49%
     - 3 Exceeds minimum employment requirements by 100% or more
     - 2 Exceeds minimum employment requirements by 50-99%
     - 1 Exceeds minimum employment requirements by 25-49%

     **AND**

     - For Community Centers, Rural Villages, Mixed-Use Transit Corridors
       - 6 Exceeds minimum residential requirements by 100%
       - 4 Exceeds minimum residential requirements by 50-99%
       - 2 Exceeds minimum residential requirements by 25-49%

     **OR**

     | 3 | 1 | 6 | 2% |

3. **Mix of Uses (maximum 3 points)*

   (Single-family residential, retail, office, civic, parks, visitor within ¼ mile of project site)

   - 3 Residential + 6 other uses
   - 2 Residential + 4-5 other uses
   - 1 Residential + 2-3 other uses

   If a new use will be added to the project area, add 2 points.

   | 3 | 2 | 6 | 2% |

### C. New Affordability Housing Development (maximum 3 points)

% of income restricted affordable housing provided in proposed new development

(Within ¼ mile radius of project site)

- 3 100% of units affordable
- 2 75-99% of units affordable
- 1 50-74% of units affordable

When 50-100% of units in the development are restricted to low to very-low income residents, add 2 points

| 3 | 2 | 6 | 2% |

### D. Transportation Characteristics (within walking distance of proposed capital improvement project)

1. **Relation to Transit (maximum 12 points)*

   Scale of actual walking distance to existing or programmed service station or transit hub

   - 12 Project abuts or is on site to a Regional or Corridor service station or a Transit Center
   - 10 Project is within ½ mile of a Regional or Corridor service station or a Transit Center
   - 8 Project is within ½ mile of a stop for a high frequency (15 min all day) local bus service and at least two additional bus services (transit hub)
   - 6 Project is within ¼ mile of a stop for a high frequency (15 min all day) local bus service (Within ¼ mile radius of project site)
   - 2 Bicycle facilities (up to 2 points based on quality and utility)*
   - 4 Walkability measured by intersection density (up to 4 points)*
   - 2 TDM strategies existing or proposed (2 points)

| 12 | 1 | 12 | 4% |
| 4 | 1 | 4 | 1% |
| 2 | 1 | 2 | 1% |
1. Transit station or hub qualifies if corresponding implementation or construction funding has been programmed in the RTIP.

2. Transit hub will be defined as an intersection of three or more bus routes, where at least one route has a minimum scheduled headway of 15 minutes from 7 a.m. to 7 p.m.

3. Regional service is defined as COASTER or freeway-based Bus Rapid Transit.

4. Corridor service is defined as SPRINTER, Trolley, and arterial-based Rapid Bus.

5. All day is defined as 7:00 a.m. to 7:00 p.m.

6. Bike facilities will be defined as bike lanes, bicycle boulevards, or a designated bike path.

7. TDM strategies can include transit pass programs for employees or residents in the area, vanpool/carpool programs, parking cashout programs for employees, car, or bike sharing programs, or shuttle services to rail stations or major destinations.

8. Support is defined as endorsement of community planning groups, business associations, and community development corporations in the project area.

*Score to be computed by SANDAG based on current land use and transportation databases.
Smart Growth Incentive Program
Planning Project Evaluation Criteria

1. Relation of Proposed Planning Area to Regional Transit (weight factor: 3, maximum points: 15, 7.5%)
   Transit Infrastructure and Service within Smart Growth Opportunity Area (SGOA)
   a. SGOAs with existing regional or corridor transit infrastructure (5 points)
   b. SGOAs with programmed regional or corridor transit infrastructure or existing high frequency local transit infrastructure and service (3 points)
   c. SGOAs with planned regional or corridor transit infrastructure, or programmed or planned high frequency local transit infrastructure and service (1 point)

   Note: Rural Villages would not be scored on this criterion because the place type does not require transit service. Consequently, Rural Village scores would be normalized to the total 200 points available to other place types. The following criteria will be scored on a 5-point scale as follows:
   5=excellent, 4=very good, 3=good, 2=adequate (some deficiencies), 1=marginal benefit, 0=no benefit.

   Guidance on how to apply the criteria to applications will be provided for the evaluation panel in the program guidelines.

2. Development Potential of Proposed Planning Effort Area (weight factor: 4, maximum points: 20, 10%)
   Evidence of opportunities to develop smart growth plans or projects in the proposed planning area: Can the area appropriately accommodate smart growth? Is there land available for redevelopment or rezoning? Would the existing urban form support smart growth development? How well does the proposed planning effort support development at or above the intensity of use targets for the area’s smart growth place type?

3. Planning Project Objectives (weight factor: 3, maximum points: 20, 10%)
   How well do the proposed project objectives support smart growth development in the project area? Would the plan result in development that increases transportation and housing choices?

4. Proposed Method of Meeting Project Objectives (weight factor: 5, maximum points: 30, 15%)
   How does the proposed project plan to accomplish stated objectives? How well does the proposed project scope of work facilitate meeting project objectives? Does the scope of work include significant public outreach?

5. Implementation (weight factor: 5, maximum points: 35, 17.5%)
   Will the proposed planning process lead to timely change in the project area? Is the planning process ready to go? Will it result in regulatory mechanisms that facilitate smart growth or lead directly to an implementable development or capital project? In particular, is a plan in place, or will the project develop a plan that will facilitate smart growth development through a master EIR or other mechanism that allows for administrative approval of development projects? Does the plan area include significant environmental concerns that may delay or prevent successful implementation of the plan?

6. Evidence of Local Commitment and Community Support (weight factor: 4, maximum points: 10, 5%)
   How has the jurisdiction or agency demonstrated a commitment to implement smart growth? This commitment may be demonstrated through existing ordinances, policies, or incentives. Is the proposed planning project supported by the community? How will the public participation process help develop consensus for smart growth?

7. Matching Funds (up to 20 points, 10%)
   The project will receive points in proportion to the percentage of proposed matching funds to total project cost.

8. Percentage of Lower Income Housing Units per RHNA (up to 50 points, 25%)
   Up to 25 percent of total allowable points, based on amount of affordable housing produced as a percentage of the agency’s annualized affordable housing target.

Total points available equal 200