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Dave Roberts
Supervisor, County of San Diego
Lorie Zapf
Councilmember, City of San Diego

Alternates
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Deputy Mayor, Chula Vista
(Representing South County)
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Councilmember, Oceanside
(Representing North County Coastal)
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Councilmember, Lemon Grove
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Councilmember, Vista
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Vacant / David Mayer
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U.S. Army Corps of Engineers
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Gary L. Gallegos
Executive Director, SANDAG

SANDAG

REGIONAL PLANNING COMMITTEE
AGENDA

Friday, November 1, 2013
12 noon to 2 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• SAN DIEGO FORWARD: THE REGIONAL PLAN:
  PARKING MANAGEMENT TOOLBOX OUTLINE

• REGIONAL ENERGY STRATEGY TECHNICAL UPDATE

• HIGHLIGHTING LOCAL SMART GROWTH EFFORTS:
  LA MESA GENERAL PLAN UPDATE

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MEETING BY VISITING OUR WEBSITE AT WWW.SANDAG.ORG

MISSION STATEMENT

The Regional Planning Committee provides oversight for the preparation and
implementation of the Regional Comprehensive Plan that is based on the local general
plans and regional plans and addresses interregional issues with surrounding counties
and Mexico. The components of the plan include: transportation, housing, environment
(shoreline, air quality, water quality, habitat), economy, borders, regional infrastructure
needs and financing, and land use and design.

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ITEM # | RECOMMENDATION
--- | ---
+1. | APPROVAL OF MEETING MINUTES

The Regional Planning Committee is asked to review and approve the minutes from its October 4, 2013, meeting.

+2. | PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public shall have the opportunity to address the Regional Planning Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Committee members. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item.

**REPORTS (3 through 6)**

+3. | TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: STATUS UPDATE AND PROPOSED AMENDMENTS (Suchi Mukherjee)

This report provides an overview of the progress made through June 30, 2013, for projects awarded through the TransNet Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP). Additionally, the report provides information for consideration of two proposed no-cost, time-only schedule extensions for the SGIP. The Independent Taxpayer Oversight Committee recommends that the Regional Planning Committee approve two time-only schedule amendments for the City of Lemon Grove’s “Lemon Grove Trolley Plaza Project” and the City of San Diego’s “Chollas Triangle Master Plan” SGIP grants.

+4. | SAN DIEGO FORWARD: THE REGIONAL PLAN: PARKING MANAGEMENT TOOLBOX OUTLINE (Antoinette Meier and Marisa Mangan)

In May, staff presented outcomes of the local parking policies inventory for the San Diego region. Since then, additional outreach and case study research have been conducted, and an outline for a parking management toolbox has been developed. The purpose of this item is to provide an overview of the parking feedback received to date and to provide an opportunity for the Regional Planning Committee to review and discuss the proposed content of the toolbox, which could provide useful input into the development of San Diego Forward: The Regional Plan.
+5. REGIONAL ENERGY STRATEGY TECHNICAL UPDATE (Allison King)  DISCUSSION

The SANDAG Regional Energy Strategy (RES), adopted in 2009, serves as the energy policy blueprint for the region. Over the past year, the Regional Energy Working Group has discussed and provided input to the development of a technical update to the RES. The RES Technical Update includes updated data and forecasting, demonstrates progress toward attaining the RES goals, and offers recommended priorities for moving forward. Discussion by the Regional Planning Committee is requested. Key concepts from the Technical Update will be incorporated into San Diego Forward: The Regional Plan.

6. HIGHLIGHTING LOCAL SMART GROWTH EFFORTS: LA MESA GENERAL PLAN UPDATE (Bill Chopyk, Planning and Community Development Director, City of La Mesa)  INFORMATION

The City of La Mesa recently adopted its General Plan update, just in time for the City's Centennial celebration. City staff will provide highlights and lessons learned from the City's 2012 Centennial General Plan and Environmental Impact Report.

7. UPCOMING MEETINGS  INFORMATION

The next Regional Planning Committee meeting is scheduled for Friday, December 6, 2013.

8. ADJOURNMENT

+ next to an agenda item indicates an attachment
The meeting of the Regional Planning Committee was called to order by Chair Mary Sessom (East County), at 12:03 p.m. See the attached attendance sheet for Regional Planning Committee member attendance.

1. APPROVAL OF MEETING MINUTES (APPROVE)

   **Action:** Upon a motion by Supervisor Dave Roberts (County of San Diego) and a second by Vice Chair Lesa Heebner (North County Coastal), the Regional Planning Committee approved the minutes from its September 6, 2013, meeting.

2. PUBLIC COMMENTS/ COMMUNICATIONS/ MEMBER COMMENTS

   There were no public comments.

**CONSENT**

3. *TransNet* ENVIRONMENTAL MITIGATION PROGRAM: LAND MANAGEMENT GRANT PROGRAM QUARTERLY STATUS UPDATE (INFORMATION)

   The Board of Directors has approved six cycles of the *TransNet* Environmental Mitigation Program Land Management Grant Program. This report provided information to the Regional Planning Committee on the quarterly status of active projects.

   **Action:** Upon a motion by Supervisor Dave Roberts and second by Vice Chair Lesa Heebner, the Regional Planning Committee accepted Consent Item 3.

**REPORTS**

4. SAN DIEGO FORWARD: THE REGIONAL PLAN: UPDATED POLICY OBJECTIVES (INFORMATION)

   In May, the Board of Directors approved the vision and goals for San Diego Forward: The Regional Plan. In June, the Regional Planning and Transportation Committees provided input on topic areas to inform the development of policy objectives to support the vision and goals. Based on the Committees’ discussion, and on direction provided at the July and September Board meetings, the policy objectives have been updated.
Phil Trom, Senior Regional Planner, stated that social equity and public health concepts have been interwoven more comprehensively into the updated policy objectives.

LaVanna Connelly, El Cajon Collaborative, spoke about the aging population and growing diversity in her community, and suggested that the policy objectives should purposefully focus on social equity. She thanked the Committee for considering her organization’s input.

Carla Blackmar, Project Coordinator for the Public Health Alliance, commended SANDAG for including healthy communities in the regional planning process and encouraged SANDAG to consider health and equity impacts in all decision-making.

Hong Tran, International Rescue Committee, spoke in support of this item.

Christina Griffith, Senior Community Centers, spoke about serving older adults and stated that social equity is not just about economics, but also about special needs and senior communities.

Emily Serafy Cox, Mid-City Heights Community Outreach, spoke about the language and technical barriers associated with public participation in the regional planning process in her highly diverse community. She spoke in support of this item and thanked the Committee for listening to the needs of her community.

Wendy Hutson, member of the public, spoke about a personal situation due to her daughter’s disability and urged shorter travel times for disabled people.

Randy Van Vleck, Active Transportation Manager, City Heights CDC, spoke in support of this item with specified changes.

Ann M. Barron, International Rescue Committee, suggested the addition of a stand-alone social equity criterion to improve the quality of life.

Committee members provided comments on this item and Chair Sessom indicated that the Regional Planning Committee will see this item again in the future.

**Action:** This item was presented for information only.

5. **SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT TRANSPORTATION PROJECT EVALUATION CRITERIA (DISCUSSION/POSSIBLE ACTION)**

Rachel Kennedy, Senior Regional Planner, presented the item and asked the Regional Planning Committee to discuss and provide input on the draft transportation project evaluation criteria to be used for prioritizing transportation projects for San Diego Forward: The Regional Plan.

Elyse Lowe, Executive Director of Move San Diego, suggested that the criteria could be improved by including consistent criteria across all modes and reminded the Committee of
the goal in the 2050 Regional Transportation Plan/Sustainable Communities Strategy of making transit trips competitive with automobile trips.

Emily Serafy Cox, Mid-City Heights Community Outreach, spoke about the peer review panel’s comments and expressed having too many categories. She encouraged the Regional Planning Committee to listen to the expert panel.

Carla Blackmar, Public Health Alliance, acknowledged how difficult the criteria-setting process has been, and asked the Committee to consider awarding negative points for negative impacts.

Michael Beck, Endangered HabitatsLeague, spoke about the need to maintain connectivity and provide linkages, such as overpasses, for wildlife.

Randy Van Vleck, Active Transportation Manager, thanked the Committee for including physical activity in the evaluation criteria and encouraged the Committee to combine the highway, high-occupancy-vehicle connector, and freeway connector criteria into one criterion, as recommended by the peer review panel.

Amanda Eaken, Deputy Director, Sustainable Communities, Natural Resources Defense Council, stated that automobile delay is no longer considered a significant impact on the environment. She stated her support for providing points to projects that do not increase vehicle miles traveled and awarding negative points for negative impacts.

Stuart Cohen, Executive Director, TransForm, encouraged SANDAG to examine the Bay Area process as a model for developing transportation project evaluation criteria.

Committee members provided comments on this item. Chair Sessom indicated that the Committee’s comments will be reflected in the staff report, which will be provided to the SANDAG Board of Directors on October 11, 2013.

Action: This item was presented for discussion/possible action.

7. DRAFT SAN DIEGO REGIONAL PLUG-IN ELECTRIC VEHICLE READINESS PLAN (INFORMATION)

The San Diego Regional Electric Vehicle Infrastructure (REVI) Working Group was formed through a California Energy Commission grant in March 2012. The REVI has prepared a Draft San Diego Regional Plug-In Electric Vehicle (PEV) Readiness Plan that addresses barriers to PEV infrastructure.

Anna Lowe, Associate Regional Energy/Climate Planner, presented the item and provided an update on the Draft San Diego Regional PEV Readiness Plan. She also announced a workshop to be held on October 9, 2013.

Action: This item was presented for information only.
6. SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT OUTLINE OF WHITE PAPER ON ECONOMIC PROSPERITY (DISCUSSION)

The purpose of this item was to provide opportunities for the Regional Planning Committee to discuss economic strategies and approaches in San Diego Forward: The Regional Plan. Comments from various SANDAG working groups and from the public workshops held earlier this year were included in the outline.

Jim Miller, Senior Economist, presented the item.

Action: This item was presented for discussion only.

8. UPCOMING MEETINGS (INFORMATION)

The next Regional Planning Committee meeting is scheduled for Friday, November 1, 2013.

9. ADJOURNMENT

Chair Sessom adjourned the meeting at 1:55 p.m.

Attachment: Attendance Sheet
CONFIRMED ATTENDANCE
REGIONAL PLANNING COMMITTEE MEETING
OCTOBER 4, 2013

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TransNet SMART GROWTH INCENTIVE PROGRAM
AND ACTIVE TRANSPORTATION GRANT PROGRAM:
STATUS UPDATE AND PROPOSED AMENDMENTS

File Numbers 3300100, 3300300

Introduction

This report provides an update through June 30, 2013, on projects funded by two grant programs included in the TransNet Extension Ordinance and Expenditure Plan: (1) the Smart Growth Incentive Program (SGIP), and (2) the Active Transportation Grant Program (ATGP). This report also provides information regarding ongoing oversight efforts and proposed grant amendments, including two no-cost, time-only schedule extensions for the SGIP.

Due to the common goals and objectives of these two grant programs to promote smart growth and encourage alternative modes of transportation, progress on both programs is covered through the same report. An important distinction to note, however, is that the Regional Planning Committee reviews the progress of and approves amendments to SGIP projects and the Transportation Committee reviews the progress of and approves amendments to ATGP projects. The TransNet Independent Taxpayer Oversight Committee (ITOC) provides oversight and recommends amendments for both grant programs. The ITOC reviewed the status report and amendments on October 9, 2013, and reluctantly recommended approval of the requested amendments. The ITOC expressed concerns regarding the cumulative project delays (in all cases exceeding two years).

Discussion

The TransNet Extension Ordinance provides 2 percent of the annual TransNet revenues for both the SGIP and ATGP. In addition, the ATGP receives 2 percent of the annual Transportation Development Act (TDA) revenues. This report includes an update on the progress of both grant programs through June 30, 2013 (Attachments 1, 2, and 3), amendment requests, and information regarding ongoing oversight efforts and the current funding cycles for both programs.

Recommendation

The Regional Planning Committee is asked to approve amendments to two Smart Growth Incentive Program grants: (1) City of Lemon Grove “Lemon Grove Trolley Plaza,” and (2) City of San Diego “Chollas Triangle Master Plan.”
**Smart Growth Incentive Program**

The SGIP was established through the TransNet Extension Ordinance “to provide funding for a broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use.”

In May 2009, SANDAG awarded $9.4 million in funding to 14 projects (six planning grants and eight capital grants) for the first two-year cycle of the SGIP. Of the 13 projects that went forward, 7 have been completed, 2 have been transferred to SANDAG for consolidated implementation with the Regional Bicycle Plan Early Action Program, and the remaining 4 projects are scheduled to be completed by the end of FY 2015 (June 2015). Of these four remaining SGIP projects, two are requesting no-cost, time-only schedule amendments as described below.

In June 2013, SANDAG awarded $9.6 million in funding to 13 projects (seven planning grants and six capital grants) for the second cycle of the SGIP. Progress on these projects will be included in future reports following the execution of the grant agreements currently in process.

**Proposed Smart Growth Incentive Program Amendments**

1. The City of Lemon Grove is requesting a no-cost, time-only schedule amendment of three months for the Lemon Grove Trolley Plaza (Attachment 4). Approval of this request would extend the grantee’s agreement from November 30, 2013, to February 28, 2014. The majority of the project has been completed, and SANDAG staff attended the ribbon-cutting ceremony that took place on September 27, 2013. The grantee is requesting additional time to finalize pending administrative items with the contractor, and to provide time for the Lemon Grove City Council to accept the completed project. This is the third amendment request; the first two project extensions were both approved by the Regional Planning Committee, which amended the agreement from November 15, 2011, to May 31, 2013 (18.5 months), and from May 31, 2013, to November 30, 2013 (6 months).

2. The City of San Diego is requesting a no-cost, time-only schedule amendment of 12 months for the Chollas Triangle Master Plan (Attachment 5). Approval of this request would extend the grantee’s agreement from December 31, 2013, to December 31, 2014. The Master Plan document has been drafted. The grantee is requesting additional time to complete the environmental document and public hearing process. This is the third amendment request; the first project extension was approved by staff to amend the agreement from September 30, 2012, to December 31, 2012 (3 months), and the second project extension was approved by the Regional Planning Committee to amend the agreement from December 31, 2012, to December 31, 2013 (12 months).

**Active Transportation Grant Program**

The TransNet Extension Ordinance specifies that ATGP funds be used “for bikeway facilities and connectivity improvements, pedestrian and walkable community projects, bicycle and pedestrian safety projects and programs, and traffic calming projects.”
In June 2009, SANDAG awarded $7.8 million in TDA and TransNet funding to 30 projects (12 planning, parking, and education program grants; and 18 capital grants) for the first cycle of this program under the TransNet Extension. Of the 30 projects, 25 have been completed, one has been transferred to SANDAG for consolidated implementation with the Regional Bicycle Plan Early Action Program, and one has been terminated at the grantee’s request. The remaining three projects are scheduled to be completed by the end of FY 2014 (June 2014).

In September 2012, SANDAG awarded $8.8 million in TDA and TransNet funding to 25 projects (14 planning, parking, and education program grants; and 11 capital grants) for the second cycle of this program under the TransNet Extension. Of the 25 projects, one has been completed. The remaining 24 projects are scheduled to be completed by the end of FY 2016 (June 2016).

Of these two cycles, one ATGP project (from the first funding cycle) has requested a schedule extension that was approved by the Transportation Committee on October 18, 2013.

Proposed Active Transportation Grant Program Amendments

1. The City of Escondido is requesting a no-cost, time-only schedule amendment of 6.5 months for the Escondido Creek Bike Path Lighting and Restriping (Attachment 6). Approval of this request would extend the grantee’s agreement from September 18, 2013, to March 31, 2014. The grantee is requesting additional time due to delays associated with the contractor in obtaining insurance and delays in the fabrication of the light poles and fixtures for the project. This is the fourth amendment request; the first project extension was approved by staff to amend the agreement from March 1, 2012, to December 15, 2012 (9.5 months), and the second two requests were both approved by the Transportation Committee to amend the agreement from December 15, 2012, to May 29, 2013 (5.5 months), and from May 29, 2013, to September 18, 2013 (3.5 months).

Grant Monitoring and Oversight

Staff reviews quarterly reports to ensure grantees are making timely progress with respect to the key milestones identified in Board Policy No. 035: Competitive Grant Program Procedures (Attachment 7) governing the timely use of grant funds, and their respective grant agreements. The “Watch List” column in Attachments 1, 2, and 3 is used to identify those grantees in danger of missing their scheduled milestone dates and that have not yet worked with SANDAG staff to take corrective action. Delays in tasks leading up to either the award of a contract or project completion also may result in placement of grantees on the watch list. Three staff-level amendments for the ATGP are being processed per Board Policy No. 035 and are noted in Attachment 3.

In addition, staff reviews project deliverables for consistency with the agreed-upon scopes of work. Quarterly status updates are presented to the ITOC and the Transportation and Regional Planning Committees on a regular basis.
**Next Steps**

Pending approval of the proposed SGIP requests, staff will process amendments for the City of Lemon Grove’s “Lemon Grove Trolley Plaza” and City of San Diego’s “Chollas Triangle Master Plan” projects accordingly. The next status update on the SGIP and ATGP will be provided in early 2014 to the ITOC and Regional Planning and Transportation Committees.

CHARLES “MUGGS” STOLL  
Director of Land Use and Transportation Planning

Attachments:  
4. City of Lemon Grove Amendment Request for Lemon Grove Trolley Plaza  
5. City of San Diego Amendment Request for Chollas Triangle Master Plan  
6. City of Escondido Amendment Request for Escondido Bike Path Lighting and Restriping  
7. Board Policy No. 035: Competitive Grant Program Procedures

Key Staff Contact: Suchi Mukherjee, (619) 699-7315, suchitra.mukherjee@sandag.org
## Status of FY 2009 - FY 2010 TransNet Smart Growth Incentive Program Projects

### Reporting period through June 30, 2013

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Description of Project Activities</th>
<th>Grant Amount</th>
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<th>Watch List**</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lemon Grove</td>
<td>CAPITAL: Improves pedestrian access from buses to the Trolley and integrates planned mixed-use development around the station area.</td>
<td>$1,895,000.00</td>
<td>12/14/09</td>
<td>11/30/13</td>
<td>No</td>
<td>Request to extend project completion date by 3 months to 2/28/14 to resolve final invoicing with contractor.</td>
</tr>
<tr>
<td>National City</td>
<td>CAPITAL: Improves bicycle and pedestrian access from the 8th Street Trolley to the National City Town Center and enhances streetscape for public markets and other civic events along the corridor.</td>
<td>$2,000,000.00</td>
<td>01/26/10</td>
<td>06/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>CAPITAL: Provides a master plan with specific land use and mobility recommendations to encourage a mixed-use, transit-oriented village supported by park, open space, and creek enhancements.</td>
<td>$275,000.00</td>
<td>02/04/10</td>
<td>12/31/13</td>
<td>No</td>
<td>Request to extend project completion date by 12 months to 12/31/14 to allow additional time for environmental document and public hearing process.</td>
</tr>
<tr>
<td>San Diego</td>
<td>CAPITAL: improves safety and walkability for pedestrians and improves transit access near the entrances for two urban schools: City College and San Diego High.</td>
<td>$300,000.00</td>
<td>05/23/11</td>
<td>02/28/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>CAPITAL: Provides sidewalk and bicycle improvements near Harborside School and the Palomar Blue Line Trolley Station.</td>
<td>$283,900.00</td>
<td>PROJECT COMPLETE - JULY 2012</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chula Vista</td>
<td>CAPITAL: Implements streetscape enhancements, traffic calming, and improved pedestrian crossings in Chula Vista's Third Avenue Village.</td>
<td>$2,000,000.00</td>
<td>PROJECT COMPLETE - MARCH 2013</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chula Vista</td>
<td>PLANNING: Plans for smart growth development and the EIR necessary to allow the implementation of transit-oriented development around the Palomar Street Trolley Station.</td>
<td>$399,632.00</td>
<td>PROJECT COMPLETE - JUNE 2013</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Diego</td>
<td>PLANNING: Analyzes the development potential, proposes urban design guidelines, and creates a nonmotorized access plan for the SR 15 BRT station areas in Mid-City.</td>
<td>$225,000.00</td>
<td>PROJECT COMPLETE - FEBRUARY 2013</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Diego</td>
<td>PLANNING: Provides a focused mobility and land use master plan for the Orange Line Trolley station area at Market Street.</td>
<td>$400,000.00</td>
<td>PROJECT COMPLETE - MARCH 2013</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Diego</td>
<td>PLANNING: Produces a new land use and mobility strategy for the corridor with urban design guidelines for streetscape and development projects.</td>
<td>$400,000.00</td>
<td>PROJECT COMPLETE - MARCH 2013</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Diego</td>
<td>CAPITAL: Enhances pedestrian crossing with curb extensions and in-pavement flashing crosswalks.</td>
<td>$577,000.00</td>
<td>Project transferred July 2013 to SANDAG for consolidated implementation through the Regional Bicycle Plan Early Action Program.</td>
<td></td>
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</tr>
<tr>
<td>#</td>
<td>Location</td>
<td>Project Description</td>
<td>Cost</td>
<td>Status</td>
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</tr>
<tr>
<td>12</td>
<td>San Diego</td>
<td>4th Avenue/Quince Pedestrian Crossing &amp; Traffic Calming</td>
<td>$ 231,000.00</td>
<td>Project transferred July 2013 to SANDAG for consolidated implementation through the Regional Bicycle Plan Early Action Program.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>San Diego</td>
<td>Park Boulevard/Essex Street Pedestrian Crossing &amp; Traffic Calming</td>
<td>$ 224,000.00</td>
<td>PROJECT COMPLETE - MARCH 2013</td>
<td></td>
<td></td>
</tr>
</tbody>
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*Contract Expiration Date = Project Completion Date

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35 and Use-It-or-Lose-It) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.
### FY 2009 - FY 2010 Active Transportation Grant Program Projects (In Progress)

<table>
<thead>
<tr>
<th>Grantee</th>
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<tbody>
<tr>
<td>Escondido</td>
<td>Escondido Creek Bike Path Lighting and Restriping</td>
<td>CAPITAL: Installs lighting and restriping for the existing Class I bike path along Escondido Creek Channel from Broadway to Ash Street.</td>
<td>$157,500.00</td>
<td>01/20/11</td>
<td>09/18/13</td>
<td>No</td>
<td>Request to extend project completion date by 6.5 months to 3/31/14 due to delays with contractor and to allow time to fabricate light poles and fixtures.</td>
</tr>
<tr>
<td>San Diego</td>
<td>EIR &amp; Feasibility Study for Bike Master Plan Update</td>
<td>PLANNING: Provides the EIR for the City of San Diego’s Bicycle Master Plan Update.</td>
<td>$150,000.00</td>
<td>01/03/10</td>
<td>11/30/13</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>San Diego</td>
<td>Kelton Road Midblock Pedestrian Improvements Project</td>
<td>CAPITAL: Installs bulbouts and in-pavement lighted crosswalk on Kelton Road between Zircon Street and Luber Street, at the entrance of Johnson Elementary School</td>
<td>$248,400.00</td>
<td>06/30/10</td>
<td>11/30/13</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
</tbody>
</table>

### FY 2009 - FY 2010 Active Transportation Grant Program Projects (Completed)

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>Description of Project Activities</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>Installation of Audible Pedestrian Signals &amp; Countdown Pedestrian Signals</td>
<td>CAPITAL: Installs audible pedestrian signals &amp; countdown pedestrian signals at twenty-one signalized intersections in the City of Carlsbad.</td>
<td>$150,660.00</td>
<td>PROJECT COMPLETE - FEBRUARY 2012</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>Chula Vista Bikeway Master Plan Update</td>
<td>PLANNING: Updates the City of Chula Vista’s existing bikeway network.</td>
<td>$150,000.00</td>
<td>PROJECT COMPLETE - FEBRUARY 2011</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>Sidewalk Safety Program - I Street Sidewalk Improvements</td>
<td>CAPITAL: Installs ADA sidewalks and pedestrian ramps.</td>
<td>$115,220.00</td>
<td>PROJECT COMPLETE - SEPTEMBER 2011</td>
</tr>
<tr>
<td>Coronado</td>
<td>Coronado Bicycle Master Plan</td>
<td>PLANNING: Plans for existing and future bicycle facilities within the City of Coronado.</td>
<td>$75,000.00</td>
<td>PROJECT COMPLETE - MARCH 2011</td>
</tr>
<tr>
<td>Escondido</td>
<td>Downtown Escondido Bike Racks</td>
<td>BIKE PARKING: Installs bike lockers and decorative bike racks at Escondido City Hall and various locations throughout the downtown business and retail core.</td>
<td>$14,378.00</td>
<td>PROJECT COMPLETE - OCTOBER 2011</td>
</tr>
<tr>
<td>Escondido</td>
<td>Ash Street Undercrossing</td>
<td>CAPITAL: Constructs an undercrossing at Ash Street/SR 78 for the Escondido Creek Channel Bike Path.</td>
<td>$457,357.00</td>
<td>PROJECT COMPLETE - MARCH 2012</td>
</tr>
<tr>
<td>Escondido</td>
<td>Escondido Creek Bike Path</td>
<td>CAPITAL: Installs a Class I bike path from Escondido Transit Center to Centre City Parkway.</td>
<td>$524,100.00</td>
<td>Project terminated July 2012 based on the request of the City of Escondido.</td>
</tr>
<tr>
<td>Escondido</td>
<td>West Bernardo Bike Path &amp; Cantilever</td>
<td>CAPITAL: Installs a Class I bike path and trail connection as the second phase of the Lake Hodges Bikeway Access Project.</td>
<td>$1,425,000.00</td>
<td>PROJECT COMPLETE - MARCH 2011</td>
</tr>
<tr>
<td>La Mesa</td>
<td>La Mesa Bicycle Facilities Master Plan</td>
<td>PLANNING: Plans for existing and future bicycle facilities within the City of La Mesa.</td>
<td>$75,000.00</td>
<td>PROJECT COMPLETE - FEBRUARY 2012</td>
</tr>
<tr>
<td>La Mesa</td>
<td>Spring Street Trolley Station Pedestrian Access Improvements</td>
<td>CAPITAL: Provides pedestrian improvements to reduce conflicts between pedestrians entering and exiting the Spring Street Trolley Station and motor vehicles.</td>
<td>$88,000.00</td>
<td>PROJECT COMPLETE - SEPTEMBER 2011</td>
</tr>
<tr>
<td>Grantee</td>
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<tr>
<td>La Mesa</td>
<td>La Mesa/El Cajon Boulevards Intersection Improvements &amp; Pedestrian Infrastructure</td>
<td>CAPITAL: Reconfigures the intersection between La Mesa Boulevard and El Cajon Boulevard to reduce pedestrian crossing distances and incorporates additional streetscape enhancements.</td>
<td>$361,000.00</td>
<td></td>
</tr>
<tr>
<td>National City</td>
<td>National City Bicycle Master Plan</td>
<td>PLANNING: Plans for existing and future bicycle facilities within the City of National City.</td>
<td>$50,000.00</td>
<td></td>
</tr>
<tr>
<td>National City</td>
<td>Sweetwater River Bike Path Gap Closure Design - Plaza Bonita Road</td>
<td>CAPITAL: Prepares the Environmental Document and Final Design Plans for a Class I bike path on Plaza Bonita Road.</td>
<td>$130,000.00</td>
<td></td>
</tr>
<tr>
<td>San Diego</td>
<td>UCSD Bicycle/Pedestrian Master Plan</td>
<td>PLANNING: Creates a comprehensive bicycle and pedestrian plan to link campus commuters to the City of San Diego's bicycle and pedestrian paths, local transit stops, and regional transit stations.</td>
<td>$75,000.00</td>
<td></td>
</tr>
<tr>
<td>San Diego</td>
<td>Bicycle Detection at Signalized Intersections</td>
<td>CAPITAL: Installs bicycle detection systems and pavement markings at 20 signalized locations in the City of San Diego.</td>
<td>$73,500.00</td>
<td></td>
</tr>
<tr>
<td>San Diego</td>
<td>Pedestrian &amp; Bicycle Safety Education Program</td>
<td>SUPPORT: Provides pedestrian and bicycle safety classes at elementary and middle schools citywide.</td>
<td>$290,000.00</td>
<td></td>
</tr>
<tr>
<td>San Diego</td>
<td>San Diego Pedestrian Master Plan Phase 4</td>
<td>PLANNING: Develops a pedestrian master plan for several communities in the City of San Diego, including San Ysidro, Midway, Old Town, Ocean Beach, College, Pacific Beach, and Kensington.</td>
<td>$150,000.00</td>
<td></td>
</tr>
<tr>
<td>San Diego/Caltrans</td>
<td>SR 15 Bike Path Final Design &amp; Environmental Document</td>
<td>CAPITAL: Provides the final design and environmental documentation for a Class I bikeway along the east side of SR 15 between Camino Del Rio South and Adams Avenue.</td>
<td>$350,000.00</td>
<td></td>
</tr>
<tr>
<td>San Marcos</td>
<td>Barham Drive Urban Trail Improvement Project</td>
<td>CAPITAL: Designs and constructs an urban trail on the south side of Barham Drive from Twin Oaks Valley Road to the CSUSM SPRINTER Station and provides pedestrian enhancements.</td>
<td>$700,000.00</td>
<td></td>
</tr>
<tr>
<td>SANDAG</td>
<td>Bicycle Locker Wireless Communication</td>
<td>SUPPORT: Establishes a wireless connection at transit centers that have electronic bicycle lockers.</td>
<td>$50,000.00</td>
<td></td>
</tr>
<tr>
<td>SANDAG</td>
<td>Bicycle Locker Retrofits &amp; Upgrades</td>
<td>SUPPORT: Installs electronic lockers at various station locations along the Blue Line Trolley.</td>
<td>$50,000.00</td>
<td></td>
</tr>
<tr>
<td>SANDAG</td>
<td>Bicycle Map Printing &amp; Distribution</td>
<td>PLANNING: Funds the printing and distribution of the San Diego Regional Bike Map.</td>
<td>$25,000.00</td>
<td></td>
</tr>
<tr>
<td>SANDAG</td>
<td>Bayshore Bikeway Segments 7 &amp; 8</td>
<td>CAPITAL: Constructs 1.78 miles of a Class I regional bike facility.</td>
<td>$1,078,000.00</td>
<td></td>
</tr>
</tbody>
</table>
## Status of FY 2009 - FY 2010 TransNet/TDA Active Transportation Grant Program Projects

Reporting period through June 30, 2013

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<tbody>
<tr>
<td>27 Santee</td>
<td>Carlton Oaks Drive Class II Bike Lanes</td>
<td>CAPITAL: Modifies the existing striping on Carlton Oaks Drive to install new Class II bike lanes.</td>
<td>$30,200.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - MARCH 2010</td>
</tr>
<tr>
<td>28 Vista</td>
<td>Inland Rail Trail Phase IIIB - Right-of-Way Engineering</td>
<td>CAPITAL: Provides the right-of-way engineering for a multi-use facility along the SPRINTER line.</td>
<td>$500,000.00</td>
<td></td>
<td></td>
<td></td>
<td>Project transferred April 2013 to SANDAG for implementation through the Regional Bicycle Plan Early Action Program.</td>
</tr>
<tr>
<td>29 Vista</td>
<td>Safe Pedestrian Crossing at Longhorn Drive</td>
<td>CAPITAL: Builds an enhanced pedestrian crossing in front of Rancho Buena Vista High School.</td>
<td>$50,649.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JUNE 2011</td>
</tr>
<tr>
<td>30 Vista</td>
<td>Boys &amp; Girls Club Sidewalk Improvements</td>
<td>CAPITAL: Builds new sidewalk and a pedestrian crossing to the Vista Boys and Girls Club and Vista Academy of the Performing Arts.</td>
<td>$146,844.00</td>
<td></td>
<td></td>
<td></td>
<td>PROJECT COMPLETE - JUNE 2011</td>
</tr>
</tbody>
</table>

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**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35 and Use-It-or-Lose-It) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.
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<tr>
<td>Carlsbad</td>
<td>Active Village Campaign</td>
<td>SUPPORT: Develops a multi-media campaign to promote the benefits of walking and biking in Carlsbad and Carlsbad Village, and aims to increase bicycling and walking for everyday trips, improve connectivity and create a pilot program that is scalable for other cities in the region.</td>
<td>$271,211.00</td>
<td>02/14/13</td>
<td>04/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>Carlsbad CATS</td>
<td>PLANNING: Develops an implementation strategy for livable streets. The plan will be tested by implementing up to five pilot projects.</td>
<td>$150,000.00</td>
<td>02/22/13</td>
<td>12/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>Coastal Rail Trail - Reach 1</td>
<td>CAPITAL: Enhances safety and improves circulation and access for all modes of transportation between Carlsbad and Oceanside across a natural barrier and completes the northern sections of the Coastal Rail Trail into Oceanside.</td>
<td>$800,000.00</td>
<td>02/14/13</td>
<td>07/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>Main Street Streetscape Master Plan</td>
<td>PLANNING: Provides a plan using Complete Street principles, and improves access to nearby recreational facilities, and promotes water conservation through improved landscaping features.</td>
<td>$299,981.00</td>
<td>03/28/13</td>
<td>09/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>Del Mar</td>
<td>Bike Parking Facilities</td>
<td>BIKE PARKING: Planning and implementation of bike parking facilities, including bike racks and lockers, throughout the city.</td>
<td>$25,000.00</td>
<td>02/07/13</td>
<td>12/31/13</td>
<td>No</td>
<td>Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a six month extension for this project to 6/30/14 to allow additional time for community outreach process.</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>Eco-Bikeway 7th &amp; Seacoast</td>
<td>CAPITAL: Provides construction of Class II and Class III bikeways, and expands the local pedestrian network along Palm Avenue. Provides an important connection from the Bayshore Bikeway to Seacoast Drive.</td>
<td>$1,500,000.00</td>
<td>12/11/12</td>
<td>02/28/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>National City</td>
<td>4th Street Community Corridor</td>
<td>CAPITAL: Provides roughly 2.0 miles of Class II bicycle facilities, including bicycle detector loops and bicycle boxes. The project includes installation of high-visibility crosswalks, and traffic calming elements.</td>
<td>$450,000.00</td>
<td>03/05/13</td>
<td>03/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>National City</td>
<td>Bicycle Parking Enhancements</td>
<td>BIKE PARKING: Installs bicycle racks throughout National City's bicycle network, providing cyclists with secure and convenient parking for end-of-trip storage.</td>
<td>$50,000.00</td>
<td>03/05/13</td>
<td>09/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>National City</td>
<td>D Avenue Corridor</td>
<td>CAPITAL: Provides approximately 2.5 miles of Class II and III bicycle facilities, including bicycle detector loops and bicycle boxes at all signalized intersections. The project also includes installation of high-visibility crosswalks and traffic calming elements.</td>
<td>$600,000.00</td>
<td>03/05/13</td>
<td>03/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
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### Status of FY 2011 - FY 2012 TransNet /TDA Active Transportation Grant Program Projects

**Reporting period through June 30, 2013**

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<tr>
<td>10 Oceanside</td>
<td>2 Year Education, Encouragement, and Awareness Project</td>
<td>SUPPORT: Provides adult and student education for active transportation skills and concepts, bilingual Public Service Announcements, and bike route maps of Oceanside bike facilities.</td>
<td>$180,808.00</td>
<td>03/13/13</td>
<td>07/31/15</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>11 Oceanside</td>
<td>Mission Avenue improvements</td>
<td>CAPITAL: Provides a mix of bicycle, pedestrian, and roadway improvements including: increased sidewalk width with curb bulb-outs, streetscape improvements, and Class III bicycle improvements.</td>
<td>$1,500,000.00</td>
<td>03/22/13</td>
<td>05/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>12 Oceanside</td>
<td>North Coast Transit Station Bike Station</td>
<td>BIKE PARKING: Provides a 200 sq. ft. bike station for 30 bicycles to provide secure, indoor bike parking, which bicyclists can access 24 hours a day, 7 days a week.</td>
<td>$100,000.00</td>
<td>03/13/13</td>
<td>10/31/15</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>13 Oceanside</td>
<td>Oceanside Boulevard Transit Access &amp; Beautification</td>
<td>CAPITAL: Improves the sidewalk and landscaping along Oceanside Boulevard, facilitating pedestrian access to transit stations and destinations.</td>
<td>$400,000.00</td>
<td>03/11/13</td>
<td>09/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>14 San Diego</td>
<td>Chollas Creek to Bayshore Bikeway - Multi-Use Path Design</td>
<td>CAPITAL: Provides environmental review and design for an envisioned Class I Multi-Use Path to connect between Southeastern San Diego, Barrio Logan, the San Diego Bay and Downtown San Diego for everyday non-motorized travel.</td>
<td>$441,250.00</td>
<td>02/21/13</td>
<td>12/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>15 San Diego</td>
<td>Linda Vista CATS</td>
<td>PLANNING: Develops a Comprehensive Active Transportation Strategy (CATS) for the Linda Vista Community Planning Area, providing direct and convenient connections to various destinations, while increasing bicyclist and pedestrian safety.</td>
<td>$300,000.00</td>
<td>02/21/13</td>
<td>03/31/16</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>16 San Diego</td>
<td>Microwave Bicycle Detection (The Intersector)</td>
<td>CAPITAL: Installs microwave-based bicycle detection devices at 17 intersections that distinguish between bicycles and vehicles and adjusts signal timing to better accommodate cyclists.</td>
<td>$200,000.00</td>
<td>06/11/13</td>
<td>04/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>17 San Diego</td>
<td>San Diego River Bike Path &amp; Mission Center Boulevard Improvement: Pedestrian Hybrid Beacon</td>
<td>CAPITAL: Improves pedestrian safety with the installation of the Pedestrian Hybrid Beacon using the ‘Hawk Signal’ at the project intersection.</td>
<td>$293,000.00</td>
<td>06/11/13</td>
<td>12/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>18 San Diego</td>
<td>Downtown Complete Streets Mobility Plan</td>
<td>PLANNING: Establishes a comprehensive Complete Streets approach for downtown San Diego.</td>
<td>$300,000.00</td>
<td>04/11/13</td>
<td>11/30/14</td>
<td>No</td>
<td>Board Policy No. 025 allows for staff-approved time extensions of up to six months. Staff is processing a six month extension for this project to 5/31/14 to allow additional time for planning process.</td>
</tr>
<tr>
<td>19 San Marcos</td>
<td>Bicycle and Pedestrian Master Plan</td>
<td>PLANNING: Identifies needed improvements to the existing network and new routes to provide bicycle and pedestrian connectivity.</td>
<td>$80,000.00</td>
<td>02/21/13</td>
<td>12/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
</tbody>
</table>
## Status of FY 2011 - FY 2012 TransNet /TDA Active Transportation Grant Program Projects
Reporting period through June 30, 2013

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Description</th>
<th>Project Activities</th>
<th>Grant Amount</th>
<th>Contract Execution Date</th>
<th>Contract Expiration Date*</th>
<th>Watch List**</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Marcos</td>
<td>San Marcos Boulevard Complete Street Multi-Way Boulevard</td>
<td>PLANNING: Project creates a multi-modal transportation corridor and prepares a set of Complete Street concepts for the future re-development of San Marcos Boulevard.</td>
<td>$124,000.00</td>
<td>03/01/13</td>
<td>02/28/15</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>Santee</td>
<td>San Diego River Trail - South Side of the San Diego River</td>
<td>CAPITAL: Improves trail by installing a Class I bike path with decomposed granite shoulders for pedestrians.</td>
<td>$281,750.00</td>
<td>02/14/13</td>
<td>11/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>Santee</td>
<td>Town Center Parkway/ Olive Lane/ Prospect Avenue Bike Project</td>
<td>CAPITAL: Improves safety for bicyclists by installing Class II bike lanes, narrowing vehicle lanes, adding bike lanes at intersections and adjusting video detection to detect bicycles.</td>
<td>$134,000.00</td>
<td>02/14/13</td>
<td>10/31/13</td>
<td>No</td>
<td>Board Policy No. 035 allows for staff-approved time extensions of up to six months. Staff is processing a four month extension for this project to 2/28/14 to allow additional time to install video detection for bicycles.</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>Comprehensive Active Transportation Strategy (CATS)</td>
<td>PLANNING: Comprehensive update of the bicycle master plan, and consideration of pedestrian facilities and traffic calming needs, especially around schools, transit and commercial neighborhoods.</td>
<td>$136,000.00</td>
<td>02/20/13</td>
<td>06/30/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
<tr>
<td>Vista</td>
<td>Bicycle Master Plan</td>
<td>PLANNING: Updates the City of Vista’s 2002 Bicycle Master Plan. Provides connections to neighboring bikeways in adjacent communities of Oceanside, Carlsbad, San Marcos, and unincorporated parts of the County.</td>
<td>$150,000.00</td>
<td>03/28/13</td>
<td>07/31/14</td>
<td>No</td>
<td>Project IS making timely progress toward their milestones.</td>
</tr>
</tbody>
</table>

### FY 2009 - FY 2010 Active Transportation Grant Program Projects (Completed)

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project</th>
<th>Description</th>
<th>Grant Amount</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>Bike the Village: 100 Racks</td>
<td>BIKE PARKING: Builds upon the Carlsbad Village’s Bike Rack Pilot Program and other related capital improvement projects in the vicinity and installs 80 additional custom racks and 6 bike corals.</td>
<td>$33,000.00</td>
<td>PROJECT COMPLETE - JULY 2013</td>
</tr>
</tbody>
</table>

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*Contract Expiration Date = Project Completion Date

**Watch List Projects are those grantees not making timely progress toward their milestones (which are defined in Policy No. 35 and Use-It-or-Lose-It) and not yet sought corrective action. Delays in tasks leading up to either the award of a contract or project completion may place grantees on the watch list.*
September 26, 2013

Ms. Susan Baldwin
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Re: Smart Growth Incentive Grant Program – Amendment Request for Lemon Grove Trolley Plaza

Dear Ms. Baldwin:

The City of Lemon Grove (City) requests a three-month extension (Nov. 30, 2013 to February 28, 2014) for the Lemon Grove Trolley Plaza. At this point the project is substantially complete and a Grand Opening has been scheduled for September 27th.

The extension is needed to complete the following items:

- Complete punch list items provided to contractor
- Reconcile all invoices from contractors, vendors, consultants
- Prepare acceptance staff report for City Council approval
- Obtain City Council approval
- Record Notice of Completion
- Release retention to contractor (final payment, 35 days after Notice of Completion)
- Submit final invoice to SANDAG and close out grant

Should you have any questions please call me at 619-825-3825.

Thank you,

Leon Firsht, City Engineer
September 25, 2013

Ms. Susan Baldwin  
Senior Regional Planner  
San Diego Association of Governments (SANDAG)  
401 B Street, Suite 800  
San Diego, CA 92101

Dear Ms. Baldwin:

Subject: Request for a Time Extension for the Chollas Triangle Master Plan (SANDAG Grant Agreement No. 5001349)

The City of San Diego Development Services Department is official requesting a revised Scope of Work and a time extension for the Chollas Triangle Master Plan. Specifically, we are requesting a time extension of twelve (12) months to allow for the completion of the project. This request accounts for the additional time necessary to process the environmental document and complete the public hearings process to adopt the Master Plan recommendations. The extension accounts for delays to the environmental review process resulting from limited staffing within the City's traffic and environmental review disciplines.

The revised project schedule is included as Attachment 1.

Sincerely,

Michael Prinz  
Associate Planner  
Planning and Neighborhood Restoration

Attachment: 1. Revised Schedule for Chollas Triangle Master Plan
# Transnet Smart Growth Incentive Program Scope of Work & Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>Start Date</th>
<th>Completion Date</th>
<th>Start Date</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>RFP &amp; Contracting</td>
<td>Feb-2010</td>
<td>Dec-2010</td>
<td>Feb-2010</td>
<td>Dec-2010</td>
</tr>
<tr>
<td>Project Administration</td>
<td>Jan-2011</td>
<td>Dec-2012</td>
<td>Jan-2011</td>
<td>Dec-2012</td>
</tr>
<tr>
<td>Community Outreach &amp; Participation</td>
<td>Feb-2011</td>
<td>Dec-2012</td>
<td>Feb-2011</td>
<td>Dec-2013</td>
</tr>
<tr>
<td>Existing Conditions Analysis</td>
<td>Jan-2011</td>
<td>Apr-2011</td>
<td>Jan-2011</td>
<td>Apr-2011</td>
</tr>
<tr>
<td>Implementation</td>
<td>Dec-2011</td>
<td>Feb-2012</td>
<td>Dec-2013</td>
<td>Dec-2014</td>
</tr>
<tr>
<td>Community Plan Amendment, Rezone, Street Vacation</td>
<td>Feb-2010</td>
<td>Dec-2012</td>
<td>Dec-2013</td>
<td>Dec-2014</td>
</tr>
<tr>
<td>Environmental Analysis</td>
<td>Feb-2010</td>
<td>Dec-2012</td>
<td>Dec-2013</td>
<td>Dec-2014</td>
</tr>
<tr>
<td>Public Hearings</td>
<td>Feb-2010</td>
<td>Dec-2012</td>
<td>Dec-2013</td>
<td>Dec-2014</td>
</tr>
</tbody>
</table>
September 25, 2013

Suchitra Mukherjee  
SANDAG | San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101  

Subject: Request for Amendment to Timeline for Escondido Creek Lighting and Striping Project - SANDAG Grant No. (5001365)

Dear Suchi:

The City is requesting an amendment to the Grant Agreement for the Escondido Creek Lighting Project to extend the timeline for completion to March 31, 2014. The City has actively pursued completion of this project; however, the project has experienced unavoidable delays associated with re-bidding the project and a scheduling conflict with an event conducted along the bike path.

In April, the City requested that the grant deadline be extended until September 18, 2013. This was based on a schedule to re-bid the project and award the construction contract in June. The contract was awarded to ProTech Engineering on June 19, 2013. The contractor provided signed contracts and bonds within a timely manner; however, the contractor encountered problems meeting the contract insurance requirements, which delayed the start of the project by four weeks.

In addition to this delay, after project bid, it was determined that an additional twelve to sixteen weeks would be required to fabricate the light poles and fixtures. The previous time extension request provided to SANDAG did not include time to fabricate equipment, based on material availability for the specified equipment at that time. In addition, time necessary to close-out the project and receive City Council acceptance was not included in the previous time extension request. The necessary fabrication, project close-out and acceptance added twenty weeks to the project schedule.

The updated schedule for the project is shown below:

<table>
<thead>
<tr>
<th>Task</th>
<th>Estimated Start</th>
<th>Estimated Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fabricate Light Poles and Fixtures</td>
<td>August 12, 2013</td>
<td>November 1, 2013</td>
</tr>
<tr>
<td>Construction Contract Completion</td>
<td>October 1, 2013</td>
<td>January 15, 2013</td>
</tr>
<tr>
<td>Project Closeout and Acceptance</td>
<td>January 15, 2014</td>
<td>February 19, 2014</td>
</tr>
</tbody>
</table>
September 25, 2013
Page 2

In order to ensure that another extension of time is not needed, the City respectfully requests that the Grant Agreement time be extended until March 31, 2014. This will leave us with six weeks of float time to account for any additional unforeseen delays.

This project is an essential link along a highly utilized creek bike trail. SANDAG's assistance in securing an extension of time is greatly appreciated to ensure completion of this important project. If you have any questions or need additional information, please call me at (760) 839-4001 or e-mail at jprocopio@escondido.org

Sincerely,

Julie Procopio, PE
Assistant Director of Public Works

cc: Homi NAMDARI, Assistant City Engineer
    Rich Bouquet, Neighborhood Services
    Jay Paul, Associate Planner
COMPARATIVE GRANT PROGRAM PROCEDURES

Applicability and Purpose of Policy

This Policy applies to the following grant programs administered through SANDAG, whether from TransNet or another source: Smart Growth Incentive Program, Environmental Mitigation Program, Bike and Pedestrian Program, Senior Mini Grant Program, Job Access Reverse Commute, New Freedom, and Section 5310 Elderly & Persons with Disabilities Transportation Program.

Nothing in this Policy is intended to supersede federal or state grant rules, regulations, statutes, or contract documents that conflict with the requirements in this Policy. There are never enough government grant funds to pay for all of the projects worthy of funding in the San Diego region. For this reason, SANDAG awards grant funds on a competitive basis that takes the grantees' ability to perform their proposed project on a timely basis into account. SANDAG intends to hold grantees accountable to the project schedules they have proposed in order to ensure fairness in the competitive process and encourage grantees to get their projects implemented quickly so that the public can benefit from the project deliverables as soon as possible.

Procedures

1. Project Milestone and Completion Deadlines

   1.1. When signing a grant agreement for a competitive program funded and/or administered by SANDAG, grant recipients must agree to the project delivery objectives and schedules in the agreement. In addition, a grantee's proposal must contain a schedule that falls within the following deadlines. Failure to meet the deadlines below may result in revocation of all grant funds not already expended. The final invoice for capital, planning, or operations grants must be submitted prior to the applicable deadline.

      1.1.1. Funding for Capital Projects. If the grant will fund a capital project, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary construction contract must be awarded within two years following execution of the grant agreement, and construction must be completed within eighteen months following award of the construction contract. Completion of construction for purposes of this policy shall be when the prime construction contractor is relieved from its maintenance responsibilities. If no construction contract award is necessary, the construction project must be complete within eighteen months following execution of the grant agreement.

      1.1.2. Funding for Planning Grants. If the grant will fund planning, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary consultant contract must be awarded within one year following execution of the grant agreement, and the planning project must be complete within two years following award of the consultant contract. Completion of planning for purposes of this policy shall be when grantee approves the final planning project deliverable. If no consultant contract award is necessary, the
planning project must be complete within two years of execution of the grant agreement.

1.1.3 Funding for Operations Grants. If the grant will fund operations, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary services contract for operations must be awarded within one year following execution of the grant agreement, and the operations must commence within six months following award of the operations contract. If no services contract for operations is necessary, the operations project must commence within one year of execution of the grant agreement.

1.1.4 Funding for Equipment or Vehicles Grants. If the grant will fund equipment or vehicles, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary purchase contracts for equipment or vehicles must be awarded within one year following execution of the grant agreement, and use of the equipment or vehicles for the benefit of the public must commence within six months following award of the purchase contract.

2. Project Milestone and Completion Deadline Extensions

2.1. Schedules within grant agreements may include project scopes and schedules that will identify interim milestones in addition to those described in Section 1 of this Policy. Grant recipients may receive extensions on their project schedules of up to six months for good cause. Extensions of up to six months aggregate that would not cause the project to miss a completion deadline in Section 1 may be approved by the SANDAG Executive Director. Extensions beyond six months aggregate or that would cause the project to miss a completion deadline in Section 1 must be approved by the Policy Advisory Committee that has been delegated the necessary authority by the Board. For an extension to be granted under this Section 2, the following conditions must be met:

2.1.1. For extension requests of up to six months, the grantee must request the extension in writing to the SANDAG Program Manager at least two weeks prior to the earliest project schedule milestone deadline for which an extension is being requested. The Executive Director or designee will determine whether the extension should be granted. The Executive Director’s action will be reported out to the Board in following month’s report of delegated actions.

2.1.2. A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes.

2.1.3. If the Executive Director denies an extension request under this Section 2, the grantee may appeal within ten business days of receiving the Executive Director’s response to the responsible Policy Advisory Committee by sending the appeal to the SANDAG Program Manager.

2.1.4. Extension requests that are rejected by the Policy Advisory Committee will result in termination of the grant agreement and obligation by the grantee to return to SANDAG any unexpended funds within 30 days. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request by the Policy Advisory Committee.
3. Project Delays and Extensions in Excess of Six Months

3.1. Requests for extensions in excess of six months, or that will cause a project to miss a completion deadline in Section 1 (including those projects that were already granted extensions by the Executive Director and are again falling behind schedule), will be considered by the Policy Advisory Committee upon request to the SANDAG Program Manager.

3.2 A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes. The grantee must provide the necessary information to SANDAG staff to place in a report to the Policy Advisory Committee. If sufficient time is available, and the grant utilized TransNet funds, the request will first be taken to the Independent Taxpayer Advisory Committee (ITOC) for a recommendation. The grantee should make a representative available at the meeting to present the information to, and/or answer questions from, the ITOC and Policy Advisory Committee.

3.3 The Policy Advisory Committee will only grant an extension under this Section 3 for extenuating circumstances that the grantee could not have reasonably foreseen.

4. Resolution and Execution of the Grant Agreement

4.1 Two weeks prior to the review by the Policy Advisory Committee of the proposed grants, prospective grantees must submit a resolution from their authorized governing body that includes the provisions in this Subsection 4.1. Failure to provide a resolution that meets the requirements in this Subsection 4.1 will result in rejection of the application and the application will be dropped from consideration with funding going to the next project as scored by the evaluation committee. In order to assist grantees in meeting this resolution deadline, when SANDAG issues the call for projects it will allow at least 90 days for grant application submission.

4.1.1 Grantee governing body commits to providing the amount of matching funds set forth in the grant application.

4.1.2 Grantee governing body authorizes staff to accept the grant funding and execute a grant agreement if an award is made by SANDAG.

4.2 Grantee’s authorized representative must execute the grant agreement within 45 days from the date SANDAG presents the grant agreement to the prospective grantee for execution. Failure to meet the requirements in this Subsection 4.2 may result in revocation of the grant award.

5. Increased Availability of Funding Under this Policy

5.1. Grant funds made available as a result of the procedures in this Policy may be awarded to the next project on the recommended project priority list from the most recent project selection process, or may be added to the funds available for the next project funding cycle, at the responsible Policy Advisory Committee’s discretion. Any project that loses funding due to failure to meet the deadlines specified in this Policy may be resubmitted to compete for funding in a future call for grant applications.

Adopted: January 2010
SAN DIEGO FORWARD: THE REGIONAL PLAN: PARKING MANAGEMENT TOOLBOX OUTLINE

Introduction

Staff is preparing a Parking Management Toolbox as part of the process of developing San Diego Forward: The Regional Plan. Staff will present a proposed outline (Attachment 1) and solicit Committee input on topics and key considerations.

Background

An inventory of local parking policies was carried out in January 2013. Representatives from all 19 member agencies participated and inventory results were presented to the Regional Planning Committee on May 3, 2013. Based on feedback received from both the Regional Planning and Transportation Committees, staff is preparing a toolbox of parking management strategies for local jurisdictions. The work began with comprehensive stakeholder outreach to better understand the parking challenges for different users and to identify potential solutions for parking management in the future. A summary of outreach activities and the feedback received is provided in Attachment 2.

Since the adoption of the Regional Comprehensive Plan in 2004, SANDAG has provided member agencies with several resources related to parking strategies that encourage smart growth and the use of transportation alternatives, including:

- Parking Strategies for Smart Growth;
- Trip Generation for Smart Growth;
- Integrating Transportation Demand Management (TDM) into the Planning and Development Process – A Reference for Cities; and
- The Climate Action Strategy.

Additionally, the Urban Area Transit Strategy of the 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS) included a “Menu of Policy Options to Support the Transit Network.” This report identified the need for a toolbox of parking strategies for local jurisdictions and resources to support local parking management efforts.
**Discussion**

The goal of the Parking Management Toolbox is to provide local jurisdictions with a resource that includes best practices for managing parking in a variety of urban and suburban settings to help promote smart growth, sustainable development, and alternative transportation choices. One aim of the toolbox will be to evaluate the effectiveness of a wide range of parking management strategies for addressing specific challenges identified through four listening sessions, held in September 2013, and the feedback received from SANDAG working groups and policy committees. Case studies will be included in the toolbox to illustrate lessons learned from implementation efforts in a variety of settings.

**Next Steps**

A draft of the Parking Management Toolbox is expected to be completed by the end of this fiscal year. Once finalized, the toolbox could provide useful input into the development of San Diego Forward: The Regional Plan.

RAY TRAYNOR
Transportation Demand Management Program Manager

Attachments: 1. Draft Outline: Parking Management Toolbox for Local Jurisdictions  
2. Parking Listening Sessions: Summary of Issues and Potential Solutions

Key Staff Contact: Antoinette Meier, (619) 699-7381, antoinette.meier@sandag.org
Draft Outline: Parking Management Toolbox for Local Jurisdictions

- Provide a menu of parking management strategies and technologies that address specific challenges identified by the local jurisdictions and at the parking listening sessions.

- Evaluate the effectiveness of those strategies for achieving specific goals related to:
  - Economic development
  - Mobility, mode share, and goods movement
  - Land use and development
  - Public health and safety
  - Environment and air quality
  - Social equity

- Describe how these strategies could be packaged to achieve maximum benefit and balance the needs of different users (residents, businesses, developers, freight, etc.).

- Identify the types of communities where specific packages of strategies work best and the conditions that support those strategies (such as access to transportation alternatives, land use mix, complete streets, and urban design).

- Present case studies that demonstrate successful approaches to parking management and lessons learned during the development and implementation phases. Case studies will cover urban and suburban settings, regional employment centers, and the unique needs of special uses (e.g., Port of San Diego, universities and colleges, stadiums, parks, and beaches). Ideally, case study elements could include:
  - Brief history of parking management challenges
  - Driving force behind parking policy changes
  - Stakeholder outreach efforts that were conducted
  - Planning and implementation timeline
  - Budget and funding mechanisms
  - Successful outcomes including economic development/growth, environmental benefits, alignment with land use and transportation changes, and contributions to placemaking efforts
  - Lessons learned including what did not work, unintended consequences, and challenges that could not be addressed

- Identify parking management strategies for transit stations, taking into consideration the parking needs for different types of transit.

- Identify the resources (financial and staffing) needed to manage a comprehensive parking program. This includes the types of data and analytical tools required for evaluating parking strategies.

- Provide recommendations on best practices for public outreach, education, and marketing of local parking initiatives.

- Include information on the inventory of local parking policies, conducted in January 2013.
Parking Listening Sessions: Summary of Issues and Potential Solutions

In September 2013, four parking “listening sessions” were held throughout the region to glean feedback on parking-related challenges and opportunities from business organizations; community and economic development groups; the planning and design industry; the building industry; and transportation and goods movement groups. Additionally, one-on-one meetings with special uses and organizations unable to attend a listening session continue to occur. Over 400 comments were received at the listening sessions calling out a variety of issues related to parking and potential solutions. Based upon attendee registration at the listening sessions, participants identified themselves as representatives of the following organizations:

ABM Parking Management  Mission Valley Community Planning Group
Bankers Hill Resident Association  Move San Diego
Building Industry Association  National City Chamber of Commerce
Business Builders Network  National City Planning Department
Carlsbad Village Association  National City Police Department
Chula Vista Growth Management Oversight  National City School District
Committee  North County Transit District
City of Escondido Planning Department  Downtown Community Planning Council
City of Imperial Beach Planning Department  Port of San Diego
City of San Diego, Planning and Neighborhood Restoration  Project Management Advisors
City Place Planning  San Diego Air Pollution Control District
Civic San Diego  San Diego County Bicycle Coalition
Coronado Tourism Improvement District  San Diego Housing Commission
Del Mar Traffic and Parking Commission  San Diego Housing Federation
East Village Association  San Diego Port Tenants Association
El Cajon Boulevard Improvement District  San Diego Gas and Electric
Escondido Downtown Business Association  Sierra Club, San Diego Chapter
La Jolla Parking and Coastal Access and Parking Board  Southeastern San Diego Planning Group
Parking Board  South County Economic Development Corporation
La Mesa Community Parking Commission  Southwestern College District
Leucadia Mainstreet 101  Walk San Diego
MAAC Project  Ziebarth Associates

Parking and related transportation issues:
- Parking supply and demand are not aligned
- Parking requirements don’t align with community goals by:
  - preventing new development/infill
  - restricting business growth
  - presenting conflicts with pedestrian and cycling facilities
  - giving preference to suburban communities
- Antiquated parking payment options (coin-op meters)
- Lack of pricing, time limit policies, and enforcement to ensure parking turnover
• Disparities within and between jurisdictions related to parking pricing, requirements and policy implementation
• Lack of way-finding signage and information on public parking locations and parking space availability
• Seasonal and coastal parking pressures
• Single-use districts (such as suburban employment centers) make automobiles necessary for accessing services
• Long-term parking for employees in business districts
• Free parking in suburban employment centers discourages employers from locating in downtown and encourages driving to work
• Parking requirements impact housing affordability
• Significant land dedicated to parking for industrial uses
• Shortage of parking at the border
• Inadequate bicycle parking in areas of high demand
• Parking is not a stand-alone issue but should be addressed at the same time as other transportation and land use policies
• Parking requirements haven’t adapted to increased densities and changing land uses or to demographic and market trends
• Convenience of automobile over alternative modes
  - Parking is subsidized and more affordable than transit
  - Driving can be more time efficient than the available alternatives
  - Lack of education and clear information on how to access and use alternative modes
  - Insufficient transit connections between suburban communities, urban communities and employment centers
  - Infrequent or lack of service outside of peak commute hours
  - Lack of first/last mile connections to transit
• Inadequate pedestrian and bike facilities
• Culture surrounding automobile use
  - Driving and free parking is perceived as a right
  - Free and plentiful parking is the norm
  - Lack of understanding about the benefits of managed parking
  - Lack of education on the true cost of parking
  - Lack of political will to update parking policies

**Potential solutions for addressing parking and related transportation issues:**

• Provide regional support to local agencies for parking management:
  - Resources for local jurisdictions to develop parking management plans
  - Regional forum for educating and sharing parking solutions
  - Conduct pilot projects with local jurisdictions
  - Regional parking standards to reduce disparities between jurisdictions
    - No one-size-fits-all approach - standards need to be flexible and consider community character
• Manage the existing parking supply:
  - Shared parking
  - Separating the cost of parking from a residential or commercial lease
- Parking cash-out
- Parking maximums
- “Park once” strategies
- Allow for parking reductions within transit corridors
- Enforcement
- Let the market determine the amount of parking needed in a development
- Reduce parking requirements for affordable housing while also ensuring close proximity to transit and employment
- Utilize off-site parking (outside of a business district) with free shuttle service to the business district

• Improve access to and quality of transportation alternatives:
  - Shuttles connecting employment centers to regional transit services
  - Increased transit service and frequency
  - Devise creative methods to fund transit improvements and expansion. Use parking revenue to fund transportation alternatives and related educational campaigns
  - Increase incentives to utilize alternative modes
  - Improve transit connections to major destinations like employment areas
  - Expand carshare and bikeshare options
  - Provide priority parking for carpools
  - Provide adequate bike parking

• Price parking appropriately to ensure automobile turnover and competitiveness of other modes:
  - Variable, demand-based pricing
  - Parking permit zones
  - Consider pricing parking at transit stations

• Incorporate technologies into the parking management process:
  - Update parking meter technology (smart meters with pay by phone and credit card options)
  - Consider automated parking facilities, including for industrial and Port uses
  - Provide real-time parking availability and way-finding information

• Amend zoning codes to allow for increased mixed uses and encourage housing in employment areas
• Create parking benefit districts to fund community and transportation improvements
REGIONAL ENERGY STRATEGY TECHNICAL UPDATE

Introduction

In order to provide updated information and data for San Diego Forward: The Regional Plan, the Regional Energy Working Group (EWG) has discussed and provided input for the development of a technical update of the Regional Energy Strategy (RES). The RES technical update demonstrates progress toward RES goals since it was adopted in 2009, identifies priorities for achieving goals, and updates the existing conditions and future projections data. The Regional Planning Committee (RPC) is asked to discuss the goal summaries (Attachment 1) related to the draft technical update of the RES.

Background

The RES is used by SANDAG, member agencies, and regional stakeholders as guidance for clean energy and clean transportation programs, policies, and projects. The RES serves as an energy policy guide to support decision-making by SANDAG and its member agencies as the region strives to meet the energy needs of a growing population, housing stock, and number of workers while maintaining and enhancing regional quality of life and economic stability. The Regional Comprehensive Plan, adopted in 2004, incorporates policies from the previous RES adopted in 2003. Since then, the RES has been updated once in 2009, which informed the development of the 2050 Regional Transportation Plan and Sustainable Communities Strategy (2050 RTP/SCS). This technical update to the RES serves as a resource for San Diego Forward: The Regional Plan.

The RES contains sections on guiding principles, state policy drivers, existing conditions and future projections, and eleven regional goals. Each goal includes an overview of the topic area, its importance to the San Diego region, and a set of recommended actions that would help achieve each goal.

Overview of the Regional Energy Strategy Technical Update

The RES technical update includes three main parts: summary reports for each RES goal, updates to the RES document, and forthcoming updated existing conditions and future projections. Each of the goal summaries (Attachment 1) describes progress made since RES adoption in 2009, relevant data and monitoring methods, and recommendations for continued progress toward achieving the RES goal. The updated RES document reflects changes in relevant state policies since 2009, programs and projects that demonstrate progress toward achieving RES goals, and recommendations described in the RES goal reports. The updated RES document with edits in track changes is
available for download at www.sandag.org/RES. Finally, the updated existing conditions and future projections data will come from the effort underway to update the greenhouse gas (GHG) emissions inventory for the San Diego region.

The 2012 GHG emissions inventory will be an update to the 2008 inventory developed by the Energy Policy Initiatives Center (EPIC) at the University of San Diego for the 2050 RTP/SCS. EPIC will be completing the 2012 regional GHG inventory by early 2014. The inventory will quantify region-wide GHG emissions from all sources, including: electricity, natural gas, transportation, waste, and water.

Next Steps

The RES technical update, along with the updated GHG emissions inventory and climate change white paper, will inform the development of the energy and climate change components for San Diego Forward: The Regional Plan.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Attachment: 1. Regional Energy Strategy Technical Update: Goal Reports

Key Staff Contact: Allison King Wood, (619) 699-1973, allison.king@sandag.org
Energy Efficiency and Conservation

Reduce per capita electricity consumption by 20 percent by 2030 in order to keep total electricity consumption flat.

Overview
Energy efficiency is the first priority in the state’s preferred loading order for meeting new energy demands and several state energy policies and programs work to reduce energy use through building and appliance efficiency. Local governments have a broad range of energy-related authorities and opportunities to influence energy efficiency in their own facilities and in their communities.

Progress since RES Adoption

| SDG&E Local Government Partner Programs | City of Chula Vista, City of San Diego and County of San Diego have had Local Government Energy Efficiency Partnerships (LGP) with SDG&E since 2006. In 2010, Port of San Diego and SANDAG became partners with the utility as well. Through this partnership, SANDAG created the Energy Roadmap Program to assist member agencies with energy planning and implementation. In addition to their individual programs, the LGPs collaborate on energy efficiency initiatives and programs, such as:
| San Diego Regional Climate Collaborative
| Regional Energy Mapping Project
| San Diego Regional Energy Partnership |

| Energy Upgrade California Home Upgrade | Energy Upgrade California (EUC) is a residential whole-house energy upgrade program for existing homes. SDG&E’s EUC program launched in December 2010. As of February 2013, the following projects and savings have been achieved:
| 87 Basic Path projects – average 10% savings per project
| 308 Advanced Path projects
| Savings of 445,452 kWh and 49,195 therms
| Average savings of 1,450 kWh and 160 therms per project |

| Financing | Financing programs help to enable property owners to retrofit their buildings by overcoming the hurdle of upfront cash.
| Property Assessed Clean Energy (PACE) Programs are available to commercial and residential customers through AB 811 and SB 555 financing districts
| On Bill Financing from SDG&E offers zero percent financing for eligible commercial and government customers
| Traditional and non-traditional loan products are also available to support building retrofits |

Resources
- Statewide Energy Efficiency Strategic Plan
- Energy Efficiency Programs
Energy Efficiency

Planning Needs Going Forward
- Support energy efficiency policies in local and regional plans
- Facilitate permitting streamlining and consistency across the region
- Advance energy disclosure and access to programmatic data
- Support implementation of AB 758: Comprehensive Energy Efficiency Program for Existing Buildings
- Increased availability and consumer education for financing
- Support implementation of Proposition 39 and resulting energy and cost savings

Projected Impacts of Energy Efficiency Measures in the San Diego Region 2010-2030 (above and beyond business as usual)

![Graph showing projected energy efficiency impacts](image)

Source: CA Center for Sustainable Energy, 2009

Monitoring
- Evaluate progress on statewide energy efficiency goals:
  - Zero net energy for new homes by 2020 and new commercial by 2030
  - Reduce energy consumption in existing residential by 40 percent by 2020
  - 50 percent of existing commercial buildings to be zero net energy by 2030
- Building retrofits, compared to SDG&E goal, identify successful outreach efforts
  - SDG&E 2013-2014 goal: 3,250 retrofits
- Track regional electricity and GHG reductions from EE programs

Recommendations
- Assist local governments in retrofitting their own facilities.
- Evaluate effectiveness of current energy efficiency programs and expand successful components.
- Support whole-house and other retrofit opportunities to implement the Comprehensive Energy Efficiency Program for Existing Buildings.
Overview
After energy efficiency and demand response, the state’s preferred loading order calls for meeting electricity needs and reducing GHG emissions with renewable resources. The renewable energy goal specifically focuses on utility-scale renewable energy projects, including wind energy, geothermal, biofuel, hydroelectricity, and large scale solar photovoltaics.

Progress since RES Adoption

<table>
<thead>
<tr>
<th>SDG &amp; E Renewable Energy Procurement</th>
<th>During 2012, SDG &amp; E served 20.31 percent of their retail electricity sales with renewable power. The percentage is up from 10.2 percent in 2009.</th>
</tr>
</thead>
<tbody>
<tr>
<td>County of San Diego</td>
<td>The County of San Diego has updated their Strategic Energy Plan and adopted a Wind Energy Ordinance to help streamline the siting and permitting processes within the unincorporated portions of the County. The Board of Supervisors has directed staff to prepare a comprehensive renewable energy plan to streamline the development of large scale renewable energy projects.</td>
</tr>
<tr>
<td>Desert Renewable Energy Conservation Plan</td>
<td>The purpose of the Desert Renewable Energy Conservation Plan (DRECP) is to conserve and manage plant and wildlife communities in the desert regions of California while facilitating the timely permitting of compatible renewable energy projects. The DRECP is being prepared by a collaboration of state and federal agencies, with input from local governments, environmental organizations, industry, and other interested parties.</td>
</tr>
</tbody>
</table>

Planning Needs Going Forward
- Facilitate permitting streamlining and identification of locations for renewable energy projects across the region
- Advance renewable energy technologies in addition to solar

Monitoring
- Track SDG & E renewable energy procurement
- Monitor projects since 2009
**Recommendations**

- Continue to advance efforts to site infrastructure in the San Diego region and streamline permitting processes for large-scale renewable energy.
Distributed Generation

Increase the total amount of clean distributed generation (renewable and non-renewable) to reduce peak demand and diversify electricity resources in the San Diego region.

Overview
Distributed generation (DG) includes resources on the customer’s side of the meter, including: solar, combined heat and power, fuel cells, energy storage advancements.

Progress since RES Adoption

| Project Financing | The following financing programs have increased the uptake of both residential and commercial DG installations:  
|                  | • Self-Generation Incentive Program  
|                  | • California Solar Initiative  
|                  | • Property Assessed Clean Energy programs  
|                  | • California Energy Commission loans  

Net Energy Metering and Feed-in Tariff

Net Energy Metering (NEM) is a rate program for customers with solar electric or wind generating systems that do not exceed 1 MW. NEM allows customers to earn credit for the excess power produced by their systems.

As a result of AB 510 (2010), the NEM cap was raised from 2.5% to its current cap of 5% of each utility’s aggregate customer peak demand. For SDG&E, the NEM cap is 606.7MW. Current installed MW is 184.1 MW, or 1.52% of the aggregate customer peak demand.

Solar PV Installations
Currently, there are more than 21,000 rooftop solar installations in the San Diego region, producing over 160 MW. This is triple the 49 MW of installed solar PV in 2008.

UCSD Microgrid
The microgrid at UC San Diego serves a campus community of more than 45,000 people, 13 million square feet in 450 buildings, 1,200 acres, and generates more than 90 percent of the electricity used on campus annually. The campus has 2, 13.5 MW gas turbines, a 3MW steam turbine, 1.2 MW of solar, and a 2 MW PPA contract for fuel cell power that uses methane from a wastewater treatment plan.

Regional Needs
- Planning for DG systems in the context of net zero buildings
- Incorporation of DG policies into local government plans for both internal operations and the community
- Beyond solar PV, highlighting opportunities for distributed energy resources in general, including energy storage, interconnection with electric vehicles, and utilizing smart communication technology with DG
- Monitor implementation of AB 327 and impacts on NEM and rate design
Distributed Generation

SDG&E Distributed PV Fleet Capacity over time


Self-Generation Incentive Program Capacity Installed and Reserved by Technology (SDG&E Territory)

Source: CA Center for Sustainable Energy, as of October 2013

Resources
- San Diego Distributed Solar PV Impact Study, 2013

Recommendations
- Support local governments’ efforts to set cost-effective DG goals and streamline permitting processes.
- Support policies to facilitate increased cost-effective installations of small-scale renewable energy systems.
Energy and Water

Reduce water-related energy use.

Overview
In the San Diego region, water and energy resources are closely connected. The amount and ways water is used in the region require large amounts of energy. Water-related energy uses include:

- End uses: heating, cooling, on-site pumping
- Upstream uses: surface conveyance, pumping, treatment, distribution
- Downstream uses: waste water pumping and treatment

Progress since RES Adoption

<table>
<thead>
<tr>
<th>CPUC energy-water nexus</th>
<th>The CPUC recently authorized a series of programs exploring whether energy savings may be realized through water conservation measures. The Energy Division is currently analyzing whether an increase in energy efficiency portfolio emphasis on measures that maximize energy savings in the water sector may be warranted. The Energy Division is also currently considering how cost effectiveness should be analyzed for water/energy nexus programs.</th>
</tr>
</thead>
</table>
| SDG&E-SDCWA programs   | SDG&E and SDCWA have a long-standing relationship on collaborating for energy and water savings. Activities have included:  
  - High-efficiency clothes washer rebates (more than 100,000 residential and more than 9,100 commercial installs)  
  - Energy efficiency assessments for water agencies (103 facilities)  
  - Showerhead distributions (more than 500,000)  
  - Pre-rinse spray valve installations at more than 300 restaurants  
  - 2013-2014 programs include:  
    - WaterSmart Landscape Efficiency Program  
    - Leak Loss Detection Program  
    - Detention Facility Retrofits Program |
| San Diego County Water Authority Planning | The San Diego County Water Authority (SDCWA) is working to complete an Energy Management Report to identify long-term actions that would ensure efficient energy use of SDCWA facilities. SDCWA is also working to complete a Climate Action Plan in conjunction with their 2013 Master Plan to address climate change as it relates to activities within their jurisdiction. |

Planning Needs Going Forward

- Include water savings measures in Climate Action Planning.
- Implement policies to increase gray-water re-use, efficient landscape design, and low-flow water fixtures.
- Diversify water supply to reduce energy-intensive imported sources.
<table>
<thead>
<tr>
<th>Water Supply</th>
<th>Average Energy Intensity to Supply Southern California (kWh/AF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Groundwater</td>
<td>593</td>
</tr>
<tr>
<td>Central Plan Recycled Water</td>
<td>1,129</td>
</tr>
<tr>
<td>Colorado River Aqueduct</td>
<td>1,976</td>
</tr>
<tr>
<td>State Water Project</td>
<td>2,839</td>
</tr>
<tr>
<td>Desalination</td>
<td>4,000</td>
</tr>
</tbody>
</table>


**Monitoring**
- Total annual water-related energy use
- Energy intensity of water
- Embedded energy of water end uses in San Diego region
- Energy Efficiency and water program metrics

**Resources**
- San Diego County Water Authority
- California Sustainability Alliance Energy-Water Toolkit
- CPUC Water-Energy Nexus Programs
  [http://www.cpuc.ca.gov/PUC/energy/Energy+Efficiency/Water-Energy+Nexus+Programs.htm](http://www.cpuc.ca.gov/PUC/energy/Energy+Efficiency/Water-Energy+Nexus+Programs.htm)

**Recommendations**
- Simplify permitting processes for graywater systems across the region.
- Coordinate planning and evaluative intersections among energy, water, and climate change.
Peak Demand

Implement cost-effective steps and incentives to utilize demand response and energy efficiency measures to reduce peak demand.

Overview

After energy efficiency, demand response is the next priority in the state’s preferred loading order for meeting new energy needs and reducing GHG emissions. Addressing peak demand can offer additional consumer benefits like cost savings and little or no environmental impact. Several of the RES goals also address peak demand; see goals for Energy Efficiency and Conservation, Renewable Energy, Distributed Generation, Smart Energy, and Natural Gas Power Plants.

Progress since RES Adoption

<table>
<thead>
<tr>
<th>SDG&amp;E Demand Response Programs</th>
<th>Time-of-Use Rates for EV Charging</th>
<th>Energy Storage targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce Your Use: SDG&amp;E alerts customers on “Reduce You Use” days, and customers are rewarded for saving energy between 11 A.M and 6 P.M. SDG&amp;E has a number of programs to encourage businesses to reduce use during peak hours on high demand days:</td>
<td>SDG&amp;E offers two electric vehicle time-of-use (EV-TOU) rates for customers to receive lower rates for charging their vehicles during off-peak hours, between midnight and 5 A.M. Customers that sign up for the EV-TOU can either use their existing household meter to track electricity of both the home and EV, or they can install a separate meter for the EV.</td>
<td>Assembly Bill 2514 (Skinner, 2010) directed the CPUC to adopt an energy storage procurement target, if determined to be appropriate, to be achieved by each load-serving entity by December 15, 2015 and a 2nd target to be achieved by December 31, 2020. CPUC opened a rulemaking in 2010, and plans to adopt an Energy Storage Procurement Framework and Design Program in October 2013.</td>
</tr>
<tr>
<td>• Base Interruptible Program</td>
<td>• Summer Saver Program</td>
<td>• Advancement of retrocommissioning projects</td>
</tr>
<tr>
<td>• Capacity Bidding</td>
<td>• Technology Incentives</td>
<td>• Utilize Green Business Networks and similar programs to advance demand response programs</td>
</tr>
<tr>
<td>• Critical Peak Pricing</td>
<td>• Permanent Load Shifting</td>
<td>• Prepare for changes to peak demand due to the onset of renewable resources</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Utilize smart communication technology to advance demand response programs and reduce peak demand</td>
</tr>
</tbody>
</table>
Monitoring

- Current and forecasted changes to Peak Demand, average demand, and load factor

Resources

- CPUC Electric Energy Storage Targets: [http://www.cpuc.ca.gov/PUC/energy/electric/storage.htm](http://www.cpuc.ca.gov/PUC/energy/electric/storage.htm)

Recommendations

- Evaluate ways to incentivize investments that help to address variability and changes to peak demand due to renewables.
- Assess the use of energy storage and use of electric vehicles in addressing peak demand.
Smart Energy

Modernize the electricity grid with smart meters, smart end-use devices, and interactive communication technologies.

Overview
The smart grid enables two-way communication between an electricity user and the utility. Newer appliances and communication networks can give the energy consumer control over their appliances when away from home. Smart technologies and utility programs can enable consumers to find out their electricity costs based on the time of day being used, and utilities can electronically communicate with end users and/or their equipment to power them down when the grid is in high use. Smarter communications can improve reliability and reduce outages, as well as enable electric vehicles, renewable energy, and distributed generation technologies to be effectively integrated into the electric grid.

Progress since RES Adoption

| SDG&E Smart Meter Rollout | SDG&E completed the region wide installation of smart meters for all electricity customers. The utility undertook a widespread education and outreach program preceding and during the installation process, reducing confusion and uncertainty about smart meters. |
| Demonstration Projects | Demonstration projects currently researching applications with EV charging and solar PV at the San Diego Zoo, UCSD, and transit facilities. |
| SDG&E Local Area Networks | Devices available for residents and businesses to connect with smart meters to manage appliances and monitor energy use. |
| UCSD Micro-grid | The microgrid at UC San Diego serves a campus community of more than 45,000 people, 13 million square feet in 450 buildings, 1,200 acres, and generates more than 90 percent of the electricity used on campus annually. The campus has 2, 13.5 MW gas turbines, a 3MW steam turbine, 1.2 MW of solar, and a 2 MW PPA contract for fuel cell power that uses methane from a wastewater treatment plan. |
| SANDAG Activities | SANDAG provided information to local governments and stakeholders through the Regional Energy Working Group and Energy Roadmap Program about smart meters during the installation period. |

Studies and Findings

- SDG&E Smart Grid Deployment Plan estimates the cost of Smart Grid deployments for 2006-2020 are approximately $3.5 to $3.6 billion while total benefits, including societal and environmental benefits, are $3.8 to $7.1 billion.
**Regional Needs**

- Demonstration projects that integrate energy storage, onsite generation, electric vehicle charging and smart communications
- Interactive communication technologies to best utilize smart grid capabilities
- Rate structures that reflect the real time price of electricity
- Consumer outreach and education on making the best use of their smart meters and technologies

![Diagram of smart grid](image)

_Source: SDG&E Presentation, Borrego Springs Microgrid Demonstration Project, 2012_

**Monitoring**

- Investments in the region to modernize electricity grid, develop new smart technologies, and build demonstration projects
- Benefits realized from smart technologies

**Resources**

- SDG&E Smart Grid Deployment Plan, 2011.
- UCSD Sustainability efforts: [http://sustainability.ucsd.edu/](http://sustainability.ucsd.edu/)

**Recommendations**

- Expand goal to include development of micro-grids.
- Utilize the smart grid and advanced technologies to better inform decision making at the utility level and consumer level.
- Continue to explore opportunities for emerging technology demonstration projects.
Natural Gas Power Plants

Increase overall efficiency of electricity production and support replacement of inefficient power plants consistent with the state’s preferred loading order.

Overview
The RES goal for natural gas power plants is focused on using natural gas in electricity generation most efficiently. Despite efforts to promote preferred resources in the state’s loading order, like energy efficiency, demand response, distributed generation, and renewable energy, natural gas power plants remain an important source of electricity generation for the San Diego region. Natural gas power is one way to support grid reliability as intermittent renewable resources are integrated into the grid.

Progress since RES Adoption

<table>
<thead>
<tr>
<th>Natural Gas Plants in the Region</th>
<th>South Bay Power Plant shut down and demolished in 2013.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Carlsbad Energy Center project approved by California Energy Commission in 2012.</td>
</tr>
</tbody>
</table>

| Natural Gas Vehicles | Compressed natural gas (CNG) as a transportation fuel is primarily seen in the commercial light duty vehicle class. The demand for natural gas in commercial vehicles in the San Diego region has grown from 785,256 therms in 2009 to 1,928,079 therms in 2012. It is anticipated to continue to grow at an accelerated rate due to state goals and programs to promote alternative fuel vehicles. |

Regional Needs
- Evaluate infrastructure needs, including age and capacity of the existing pipeline system
- Assess impacts from the shutdown of the San Onofre Nuclear Generating Station
- Support opportunities for pump storage hydroelectricity as an alternative to peaker plants
Natural Gas Power Plants

Natural Gas Consumption by Sector (MM Therms)

Monthly Natural Gas City Gate Price in California

Monitoring

- Current and forecasted changes to natural gas demand
- Natural gas prices

Resources

- Clean Cities Annual Report
- San Diego Gas & Electric
- NRG – Carlsbad Energy Center info

Recommendations

- Assess impacts of natural gas vehicles on supplies for power plants.
- Evaluate natural gas supply needs due to SONGS shutdown and large renewable energy projects coming online
Transportation Fuels

Substantially increase the deployment of alternative transportation fuels and vehicles

Overview
Alternatives to petroleum-based fuels include biofuels, electricity, hydrogen, natural gas, and liquefied petroleum gas (LPG or propane). The SANDAG Regional Alternative Fuels, Vehicles, and Infrastructure Report has a detailed assessment and comparison of petroleum-based and alternative fuels, vehicle technologies, and infrastructure. There is policy support and funding opportunities for alternative fuels at the state and federal levels.

Progress since RES Adoption

| The EV Project | In Winter 2010, the Nissan Leaf was released, and infrastructure deployment through the EV Project began. As of March 2013, infrastructure from the EV Project in the San Diego region totaled 731 residential Level 2, 64 nonresidential Level 2, 302 publicly available, and 3 DC Fast chargers. The Project will continue to collect data from the chargers and the 725 EV Project vehicles in the region through the end of 2013. |
| San Diego Regional Electric Vehicle Infrastructure Working Group | Through the AB 118 program, the California Energy Commission awarded grants to MPOs throughout the state to create regional groups to address barriers to PEV deployment. In the San Diego region, REV1 is comprised of public agencies, SDG&E, CCSE, universities, equipment manufacturers, and workforce partners. The group is tackling barriers through the development of best practice fact sheets and a PEV Readiness Plan for the region. |
| San Diego Regional Clean Cities Coalition | The Clean Cities Coalition develops public/private partnerships to encourage energy efficiency in transportation, reduction of petroleum usage and conversion of vehicles to alternative fuels where economically practical. The Clean Cities Coalition Board includes representatives from public agencies, fuel providers, workforce development partners, and SDG&E. |
| San Diego Airport Clean Vehicle Conversion Program | San Diego Airport policy to convert all ground transportation to alternative fuel vehicles by 2017. AVRP program stats: 181 vehicles converted, 12% of total fleet. |

Planning Needs Going Forward
- Continued regional planning for infrastructure
- Public-private partnerships and communication of economic benefits
- Opportunities for goods movement
- Incentives at all points: production, stations, vehicles
San Diego has leveraged public-private partnerships and efforts such as the Clean Cities Coalition to expand the alternative fueling station network in the region, and increase the number of alternative fuel vehicles on the road.

Source: U.S. Department of Energy Alternative Fuels Data Center

### Monitoring
Clean Cities reporting
CARB Low Carbon Fuel Standard
CEC Integrated Energy Policy Report

### Resources (available online)
Clean Cities Annual Report
The EV Project data and reports

<table>
<thead>
<tr>
<th></th>
<th>Rebates Issued</th>
<th>Rebate Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Zero Emission Vehicles</strong></td>
<td>2,133</td>
<td>$6,140,633</td>
</tr>
<tr>
<td><strong>Plug-in Hybrid Electric Vehicles</strong></td>
<td>939</td>
<td>$1,406,400</td>
</tr>
<tr>
<td><strong>Zero Emission Motorcycle</strong></td>
<td>13</td>
<td>$15,300</td>
</tr>
<tr>
<td><strong>Neighborhood Electric Vehicle</strong></td>
<td>15</td>
<td>$13,600</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>3,100</td>
<td>$7,575,933</td>
</tr>
</tbody>
</table>

Source: California Clean Vehicle Rebate Project

### Recommendations
- Broaden the Transportation Fuels Goal Recommended Actions to include all alternative fuels.
- Support local governments in transitioning municipal and contracted fleets to alternative fueled vehicles.
- Continue public-private partnerships and collaboration on funding opportunities for alternative fuels.
Land Use and Transportation Planning

Reduce the energy demand of the built environment through changes in land use and transportation planning

Overview
Land Use and Transportation Planning (LUTP) was a new topic area and goal for the 2030 Regional Energy Strategy (2009). The primary planning mechanism to reduce the region’s LUTP related energy and fuel consumption is the Sustainable Communities Strategy (SCS). The primary local government mechanisms are Climate Action Plans (CAPs) and General Plan Updates (GPUs).

Progress since RES Adoption

<table>
<thead>
<tr>
<th>Regional Lead</th>
<th>SANDAG SCS</th>
<th>Sets greenhouse gas reduction targets for 2020 and 2035. Places priority on mixed uses, smart growth and mobility.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Energy Roadmaps</td>
<td>As of October 2013, SANDAG has completed 13 Roadmaps with local governments and 5 are underway. LUTP is a primary piece of each Roadmap and can be used in General Plan updates and CAPs.</td>
<td></td>
</tr>
<tr>
<td>Local Lead</td>
<td>General Plan Updates</td>
<td>As local jurisdictions update their General Plans, energy demand reduction in land use and transportation planning has become a component.</td>
</tr>
<tr>
<td>Climate Action Plans</td>
<td>19 local governments completed GHG inventories, 7 adopted CAPs, and 5 are under development.</td>
<td></td>
</tr>
<tr>
<td>Collaboration and Outreach</td>
<td>The San Diego Foundation’s Climate Network provided peer to peer forums to discuss climate measures, and most recently the San Diego Regional Climate Collaborative.</td>
<td></td>
</tr>
</tbody>
</table>

Planning Needs Going Forward

- Local climate planning assistance
  - Climate Action Plans, CAP Implementation Plans, Inventories, and Projects
  - Accessible energy and emissions data for GHG inventories
  - Climate considerations for local Housing Elements
  - Pursue funding opportunities to support climate action planning

- Regional climate planning
  - Develop guidance materials for above needs
  - Prepare CEQA thresholds guidance for development projects
  - Find sources of funding
Per Capita GHG Reductions from SCS Planning
2020, 2035 and 2050 Estimates

What impacts SCS emissions?
- Walking, biking, and public transit travel
- Travel by passenger vehicles with number of occupants
- Telecommuting and congestion pricing
- Types of land uses and locations - travel needs to get from home to work, school, leisure activities, and shopping

Monitoring
- Track regional LUTP GHG reductions every 4 years from SCS
- Track local GHG reductions expected from CAPs and GPUs
- Compare GHG reductions from LUTP planning to state targets

Resources
- Adopted SCS Actions
- Energy Roadmap Planning Chapter and Appendices
- Adopted Climate Action Plans

Recommendations
- Provide data to support climate action planning.
- Provide forum to address consistency on CEQA thresholds for GHG emissions in the region.
- Support mobility options to reduce GHG emissions.
- Find additional funding sources.
## Overview
Energy supply, use, and conservation challenges and opportunities aren’t confined to jurisdictional, agency, tribal or international borders. The SANDAG Borders Committee has identified energy as one of six critical planning areas around which to focus its collaborative efforts and the Military Working Group has acknowledged energy as an area of mutual interest. Opportunities for cross-border coordination and collaboration exist.

### Progress since RES Adoption

<table>
<thead>
<tr>
<th>Event</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2010 Tribal Summit</strong></td>
<td>On April 9, 2010 SANDAG, SCTCA, RTA, Caltrans, County of San Diego, and the 17 federally recognized tribal governments in the San Diego region came together to identify policy level issues of mutual concern and to discuss priority areas that could be jointly addressed over the next few years.</td>
</tr>
<tr>
<td><strong>2010 Binational Event: Crossborder Climate Change Strategies</strong></td>
<td>In June 2010, at the annual binational seminar, experts discussed the challenges for binational climate change and adaptation strategies being evaluated on both sides of the border to create opportunities to share information and learn from each other’s experiences.</td>
</tr>
<tr>
<td><strong>CARB New Truck Regulations</strong></td>
<td>SANDAG collaborated with California Air Resources Board to conduct outreach/information sessions about new clean truck regulations impacting border truckers.</td>
</tr>
<tr>
<td><strong>Intelligent Transportations System Pre-Deployment Strategy</strong></td>
<td>SANDAG is conducting an Intelligent Transportations System Pre-Deployment Strategy for the proposed Otay Mesa East Port of Entry and accompanying State Route 11, which includes a wait time detection system for all three border crossings and tolling system for the new border crossing. This information is expected to enhance the efficiency of truck flows across the border.</td>
</tr>
<tr>
<td><strong>SCTCA Energy Cooperative</strong></td>
<td>Southern California Tribal Chairmen’s Association is creating an energy cooperative for tribes located in the San Diego region.</td>
</tr>
</tbody>
</table>

### Planning Needs Going Forward
- Communication among all border communities
- Coordination on energy and alternative fuel planning efforts
- Public-private and public-public partnership opportunities
Monitoring

- Tribal governments transportation policies and energy planning/implementation
- Military installation transportation policies and energy planning/implementation
- Inter-county and inter-jurisdictional transportation policies and energy planning/implementation
- Binational transportation, climate and energy planning

Resources (available online)

2010 Tribal Summit summary

2010 Binational Event summary

Recommendations

- Expand the Energy and Borders Goal Recommended Actions to include Military, Tribal, jurisdictional and regional borders.
- Support stakeholder coordination to explore opportunities for the integration of complementary electric vehicle charging and other alternative fuel infrastructure.
- Consider public-private and public-public partnerships for funding opportunities and planning efforts.
Clean Energy Economy

Collaborate with workforce entities, employers, and labor unions to identify and expand local job placement mechanisms in the Clean Energy Sector.

Overview

The Clean Energy Sector goal focuses on opportunities and advantages to the region from expanding the clean energy sector. In 2009, the clean energy economy was seeing an injection of investment from the American Recovery and Reinvestment Act (ARRA), which supported workforce training programs and job creation.

While the focus in the RES is on workforce development and job placement activities, another goal for advancing the clean energy economy is to attract clean technology companies to the region.

Progress since RES Adoption

| ARRA-funded programs | Energy Upgrade California workforce training programs:  
|                      | • County of San Diego GETUP Program  
|                      | • Regional contractor trainings  
|                      | • Home Energy Rater and building performance trainings at CCSE and SDG&E |
| CleanTECH San Diego | CleanTECH San Diego is a private, non-profit member organization formed in 2007. Their mission focuses on stimulating innovation and advancing the adoption of clean technologies and sustainable industry practices. CleanTECH San Diego maintains a Cluster Database that catalogs over 800 clean tech companies in the San Diego region. Having this database for the region has helped to establish the clean tech sector as an industry cluster for regional economic analyses. |
| Cluster Database     | In 2011, CleanTECH San Diego commissioned SANDAG to prepare economic impact reports for six key clean tech sectors:  
|                      | • Biofuels  
|                      | • Clean Transportation  
|                      | • Clean Energy Storage  
|                      | • Energy Efficiency  
|                      | • Smart Grid  
|                      | • Solar Energy Generation |
SANDAG - CleanTECH San Diego Economic Impact Studies

The table below summarizes the direct economic impact from six clean tech industry sectors. The direct impacts reflect jobs and expenditures that are directly related to each sector. The economic activity from these industries also supports other local industries; these are the indirect impacts that are reported in the full reports.

<table>
<thead>
<tr>
<th>Clean Tech Sector</th>
<th>Jobs</th>
<th>Wages</th>
<th>Economic Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Algal Biofuels</td>
<td>466</td>
<td>$41.1 million</td>
<td>$80.9 million</td>
</tr>
<tr>
<td>Clean Transportation</td>
<td>1,050</td>
<td>$92.6 million</td>
<td>$311.3 million</td>
</tr>
<tr>
<td>Clean Energy Storage</td>
<td>561</td>
<td>$56.3 million</td>
<td>$133.9 million</td>
</tr>
<tr>
<td>Energy Efficiency</td>
<td>1,013</td>
<td>$89.6 million</td>
<td>$299.8 million</td>
</tr>
<tr>
<td>Smart Grid</td>
<td>460</td>
<td>$37.2 million</td>
<td>$91.5 million</td>
</tr>
<tr>
<td>Solar Energy Generation</td>
<td>1,133</td>
<td>$143.2 million</td>
<td>$517.6 million</td>
</tr>
</tbody>
</table>

**Monitoring**
- Job placement
- Job creation by energy sector
- Economic impact of clean tech industry

**Resources**
- SANDAG/CleanTECH San Diego Economic Impact Studies
- SANDAG Traded Industry Clusters in the San Diego Region

**Recommendations**
- Continued job placement mechanisms in absence of ARRA funding
- Collaborate on economic development opportunities by attracting clean technology industries in addition to workforce training programs.
Parking Management Toolbox for Local Jurisdictions
Regional Planning Committee
November 1, 2013

Background

- **June 2010**: Parking Strategies for Smart Growth added to SANDAG Smart Growth Toolbox
- **December 2010**: Board provided direction to examine parking with RCP update
- **January 2013**: Local parking inventory established, parking management baseline
- **May 2013**: Parking Management Toolbox requested
Stakeholder Outreach

- Four parking listening sessions:
  - Business and merchant associations
  - Community and economic development
  - Planning, building, and design industry
  - Transportation and goods movement

Stakeholder Feedback: Concerns Related to Parking

- Parking supply not always based on demand
- Inconsistent pricing, time limits, and enforcement
- Parking requirements impact affordability
- Parking requirements not always aligned with community goals
Stakeholder Feedback: Parking Management Solutions

- Regional support for parking management
- Improve management of parking supply
- Improve and expand transportation alternatives
- Pricing
  - Re-invest parking revenue back into communities
- Incorporate technology into parking management

Parking Management Toolbox: Proposed Content

- Menu of parking strategies and technologies
- Identification of specific strategies and technologies for different settings
- Best practices for parking management:
  - Freight
  - Special uses
  - Transit stations
- Financial and staffing resources
- Public outreach, education, and marketing
- Case studies and lessons learned
Parking Management Toolbox: Case Study Elements

- Brief history of parking challenges
- Driving force behind parking policy changes
- Stakeholder outreach efforts
- Budget and timeline
- Outcomes
- Lessons learned

Next Steps

- October 2013
  - Collect feedback from the Regional Planning and Transportation Committees
- Summer 2014
  - Complete draft of the Parking Management Toolbox
Parking Management Toolbox: Proposed Content

- Menu of parking strategies and technologies
- Identification of specific strategies for different settings
- Best practices for parking management:
  - Freight
  - Special uses
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- Financial and staffing resources
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Parking Management Toolbox for Local Jurisdictions

Regional Planning Committee
November 1, 2013
Regional Energy Strategy Technical Update
Regional Planning Committee
November 1, 2013

Regional Energy Strategy (RES)

- Energy policy guide for the region
- Used by:
  - SANDAG
  - Member agencies
  - Regional stakeholders
- Last updated in 2009
**Regional Energy Strategy Goals**

1. Energy efficiency and conservation
2. Renewable energy
3. Distributed generation
4. Energy and water
5. Peak demand
6. Smart energy
7. Natural gas power plants
8. Transportation fuels
9. Land use and transportation planning
10. Energy and borders
11. Clean energy economy

**RES Technical Update**

- Goal summary reports
  - Progress since 2009
  - Data/monitoring
  - Recommendations for continued progress
- Updates to RES document
  - Reflect changes in state policies/programs
- Existing conditions and future projections
  - Forthcoming greenhouse gas emissions inventory
**Key Updates: SANDAG Efforts**

- **Our Region, Our Future**
  - 2050 Regional Transportation Plan

- **City of San Marcos**
  - Energy Roadmap
  - Final Report

**SAN DIEGO ASSOCIATION OF GOVERNMENTS**

**CLIMATE ACTION STRATEGY**

- **Final**
  - March 2016

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**Key Updates: Regional Achievements**

- **energy upgrade CALIFORNIA**

- **USA CAB 845**
  - 231-1144

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Next Steps

- Incorporate data from updated greenhouse gas inventory
- Develop energy and climate change components of San Diego Forward: The Regional Plan
Community Context

- 98% built-out
- Access to two Trolley lines, five Trolley stations and five local bus routes
- City segmented by I-8, SR 125 and SR 94
- SANDAG 2050 Growth Forecast for La Mesa:
  2010 pop. 58,150
  2050 pop. 77,780 (34% growth)
State Legislation and Regional Plans

- **AB 32**
  - Reducing GHG emissions and utilizing SANDAG Climate Action Strategy and SCS
- **SB 375**
  - Links land use and transportation planning
- **AB 1358**
  - Complete Streets
- SANDAG 2050 RTP/SCS
- SANDAG Smart Growth Concept Map
- SANDAG Regional Comprehensive Plan
New Components

- Sustainability (AB 32, SB 375)
- Health and Wellness Element
- 2008 Sidewalk Master Plan
- 2012 Bicycle Facilities and Alternative Transportation Plan (SB 1358)
- 2012 Parks Master Plan

Elements of the La Mesa General Plan

1. Land Use* & Urban Design
2. Circulation*
3. Conservation* & Sustainability
4. Noise*
5. Recreation & Open Space*
6. Historic Preservation
7. Safety*
8. Public Services & Facilities
9. Health & Wellness
10. Housing*
New TOD Opportunities

- Downtown La Mesa Village
  - Park Station mixed-use project, 80 du/acre
- Grossmont Shopping Center
  - 65 acre site planned for mixed-use retail and residential development
- 70th Street Trolley Station
  - Former trailer park, now RV park ready for a mixed-use Specific Plan
Alterra & Pravada – TOD

Located at the Grossmont Transit Center
67 du/acre

Mixed-Use Overlay Zone: Encouraging Smart Growth
Aragon – Mixed Use TOD

Located on the El Cajon Blvd. transit corridor

40 du/acre

Public Participation

- [www.cityoflamesa.com](http://www.cityoflamesa.com) web page
- E-updates (Notify Me)
- Community Workshops
- Online and Written Surveys
- Public Meetings and Hearings
Stakeholder Meetings

• City Council, Boards and Commissions
• Governmental Agencies
• Business Associations
• Community Groups
• Faith-based Organizations
• Environmental Groups

Challenge: putting the pieces together

• Small Budget
  – Slow economy allows more staff time to work on the General Plan
  – Public Services and Facilities Element, Land Use and Circulation completed in house

• Technical assistance
  – SANDAG bicycle facilities grant ensures that the Circulation Element meets complete street mandates
  – Consultants completed Noise, Historic Preservation, and Housing Elements
EIR Challenge

- Small Budget ($150,000)
- City staff worked with consultants and wrote sections of the EIR to reduce overall cost
- Significant unavoidable impacts
  - Air Quality
  - Greenhouse Gas Emissions
  - Statement of Overriding Considerations

Preparers of the General Plan Update

- **La Mesa City Staff** working with:
  - Kimley-Horn – Noise Element ($30K)
  - Tam & Associates – Housing Element ($45K)
  - Urbana Preservation & Planning – H. P. Element ($10K)
  - Compass Rose GIS – Mapping ($5K)
  - CityPlace Planning – Health & Wellness (Kaiser Grant $50K)
  - KTU+A – Bicycle & Alt. Trans. Plan (SANDAG Grant $125K)
  - KTU+A – Parks Master Plan (CPPW Grant $75K)
  - AECOM – Environmental Impact Report ($150K)
- Total Cost ($240K City) + ($250K Grants) = TOTAL ($490K)
La Mesa General Plan

Questions?